SPEED TABLE

TIME PER MILE	MILES PER HOUR
36″	100
37″	97.3
38″	94.7
39″	92.3
40″	90
41″	87.8
42″	85.7
43″	83.7
44″	81.8
45″	80
46″	78.3
47″	76.6
48″	75
49″	73.5
50″	72
51″	70.6
52″	69.2
53″	67.9
54″	66.7
55″	65.5
56″	64.3
57″	63.2
58″	62.1
59″	61
1′00″	60
1′01″	59
1′02″	58.1
1′03″	57.1
1′04″	56.2
1′05″	55.4
1′06″	54.5
1′07″	53.7
1′08″	52.9
1′09″	52.2
1′10″	51.4
1′11″	50.7
1′12″	50
1′13″	49.3
1′14″	48.6
1′15″	48
1′16″	47.4
1′17″	46.8
1′18″	46.2
1′19″	45.6
1′20″	45
1′25″	42.4
1′30″	40
1′35″	37.9
1′40″	36
1′45″	34.3
1′50″	32.7
1′55″	31.3
2′00″	30
2′15″	26.7
2′30″	24
2′45″	21.8
3′00″	20
3′30″	17.1
4′00″	15
5′00″	12
6′00″	10
7′00″	8.6
7′30″	8
8′00″	7.5
10′00″	6

SOUTHERN PACIFIC COMPANY

COAST DIVISION SPECIAL INSTRUCTIONS

No. 9

EFFECTIVE SUNDAY, SEPTEMBER 24, 1961
AT 12:01 A.M.,
PACIFIC STANDARD TIME
SUPERSEDING SPECIAL INSTRUCTIONS
No. 8

THESE INSTRUCTIONS CONSTITUTE A PART OF THE TIMETABLE CURRENTLY IN EFFECT

W. M. JAEKLE,
General Manager.

J. A. McKINNON,
M. A. McINTYRE,
Assistant General Managers.

J. M. HATCHER,
General Superintendent of Transportation.

J. P. GRIFFIN,
Superintendent of Transportation.

R. A. MILLER,
Superintendent.

HOSPITAL DEPARTMENT SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. Vance M. Strange	Chief Surgeon
San Francisco	Dr. Francis Berg	Examiner, 65 Market Street
San Francisco 3rd and King Sts.	Dr. Chuck Pang	Visiting Physician and Examiner
San Francisco 3rd and King Sts.	Dr. Ivan Ingram	Visiting Physician and Examiner
South San Francisco	Dr. D. E. Julian	District Physician and Surgeon
San Bruno	Dr. Norman C. Fox	Emergency Surgeon
Burlingame	Dr. B. F. McLaughlin	District and Physician Surgeon
San Mateo	Dr. Benjamin H. Page	District Physician and Surgeon
San Mateo	Dr. Benjamin S. Page	District Physician and Surgeon
Belmont San Carlos	Dr. E. L. Nelson	District Physician and Surgeon
Redwood City	Dr. H. E. Clattenburg	District Physician and Surgeon
Redwood City	Dr. N. R. East	Asst. Dist. Physician and Surgeon
California Ave. Palo Alto	Dr. Douglas N. Jenks	Asst. Dist. Physician and Surgeon
Palo Alto	Dr. Wm. E. Lewis	District Physician and Surgeon
Mountainview	Dr. W. E. Brown	District Physician and Surgeon
Sunnyvale	Dr. H. G. Diesner	District Physician and Surgeon
Sunnyvale	Dr. Norman Buys	Oculist
Campbell	Dr. P. A. Werthman	District Physician and Surgeon
Los Gatos	Dr. H. H. Thibault	District Physician and Surgeon
Los Altos	Dr. John Frymire	District Physician and Surgeon
Santa Cruz	Dr. A. A. Cowden	Emergency Surgeon
Santa Cruz	Dr. John T. Bolderick	Emergency Surgeon
Santa Clara	Dr. H. G. Cleary	District Physician and Surgeon
Santa Cruz	Dr. John W. Morris	Emergency Surgeon
San Jose	Dr. D. R. Threlfall	District Physician and Surgeon
San Jose	Dr. V. R. Matthews	District Physician and Surgeon
San Jose	Dr. John Watson	District Physician and Surgeon
San Jose	Dr. J. M. Hohl	Asst. Dist. Physician and Surgeon
San Jose	Dr. Paul T. Pace	Aurist
San Jose	Dr. Albert Buckwald	Aurist
San Jose	Dr. Stanley T. Robinson	Oculist
San Jose	Dr. Peter Parisi	Oculist
San Jose	Dr. Jay Overmeyer	Oculist
San Jose	Dr. Norman Buys	Oculist
Morganhill	Dr. J. A. Cary	Emergency Surgeon
Gilroy	Dr. Robert T. Scott	Emergency Surgeon
Hollister	Dr. E. N. Moore	District Physician and Surgeon
Watsonville	Dr. James L. DePuy	District Physician and Surgeon
Watsonville	Dr. W. W. Hoskins	Asst. Dist. Physician and Surgeon
Watsonville	Dr. John F. Skelley	Aurist
Watsonville	Dr. James A. Spencer	Oculist and Aurist
Watsonville	Dr. T. E. Shull	Asst. Dist. Physician and Surgeon
Monterey	Dr. A. J. Herrman	District Physician and Surgeon
Pacific Grove	Dr. H. S. Hoyt	District Physician and Surgeon
Salinas	Dr. E. W. Reeves	District Physician and Surgeon
Salinas	Dr. Stanley G. Parker	Asst. Dist. Physician and Surgeon
Salinas	Dr. Chas. L. Doolittle	Asst. Dist. Physician and Surgeon
Gonzales	Dr. Gustave Eberhardt	Emergency Surgeon
Soledad	Dr. Richard Handley	Emergency Surgeon
King City	Dr. Leon H. Andrus	District Physician and Surgeon
San Miguel	Dr. C. R. Kennedy	District Physician and Surgeon
Paso Robles	Dr. Albert L. Long	Asst. Dist. Physician and Surgeon
Atascadero	Dr. R. D. Walters	Emergency Surgeon
San Luis Obispo	Dr. James Barry Smith	District Physician and Surgeon
San Luis Obispo	Dr. R. T. Treadwell	District Physician and Surgeon
San Luis Obispo	Dr. A. F. Fogo	Aurist
San Luis Obispo	Dr. Karl Kundert	Asst. Oculist
Santa Maria	Dr. A. M. Beekler	Asst. Dist. Physician and Surgeon
Santa Maria	Dr. S. A. Fuhring	Asst. Oculist and Aurist
Guadalupe	Dr. Harold O. Nelson	District Physician and Surgeon
Lompoc	Dr. J. D. Warrick	District Physician and Surgeon
Santa Barbara	Dr. Kent R. Wilson	District Physician and Surgeon
Santa Barbara	Dr. George T. Flynn	Asst. Dist. Physician and Surgeon
Santa Barbara	Dr. W. H. Johnston	Oculist
Santa Barbara	Dr. W. Blake Gibb	Oculist
Santa Barbara	Dr. W. R. Johnston	Oculist and Aurist

Note.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

WATCH INSPECTORS

San Francisco	C. D. Fabrin, Manager of Time Service, 65 Market St.
San Francisco	A. Solari, 745 Third St.
San Francisco (Bayshore)	L. E. Brown, Jewelers, 10 Leland Ave.
Pacifica	Linda Mar Jeweler, 1339 Linda Mar Shopping Center
San Mateo	Bennoit the Jeweler, 224 "B" St.
Sunnyvale	Mann Jewelry Store, 199 So. Murphy St.
San Jose	Frank Scholes, 33 N. First St.
Los Gatos	Peters Jewelry, 13 N. Santa Cruz Ave.
Gilroy	Lawton's Gem Shop, 36 N. Monterey St.
Watsonville	Jolley's, 442 Main St.
Santa Cruz	Pennell's, 1359 Pacific Ave.
Monterey	A. R. Bergquist, 447 Alvarado St.
Salinas	Goodfriend's Jewelers, 936 So. Main St.
King City	Bolton's Jewelry, 312 Broadway
San Luis Obispo	Don Andrews, 1009 Higuera
Lompoc	Evans Jewelry, 117 So. "H" St.

RULE A. Employes must have a copy of Rules and Regulations of the Transportation Department, effective July 1, 1960, page revisions as listed on page 1 revised April 1, 1961.

RULE M. Employes are warned that it is dangerous to ride on top or side of cars while passing points where impaired clearnace exists, and that they must protect themselves from injury. See list of impaired clearances on main track and siding.

There are numerous other structures with impaired clearance on yard and station tracks on the division, and employes must be familiar with their location and avoid personal injury.

RULE 7-B. Yardmen must use green flag by day and green light by night in giving proceed signals for movement of trains and engines entering or leaving yard tracks and for movement of engines on engine tracks San Francisco, Bayshore, San Jose, Watsonville Jct. and San Luis Obispo.

RULES 10-G, 10-H and 10-I. When unattended red flags or red lights, yellow signals, red CONDITIONAL STOP signs and yellow PROCEED PREPARED TO STOP signs are displayed between siding switches, they must be duplicated to the right of the siding in direction of approach. If clearance between siding and main track does not permit display of these signals to the right of the siding in direction of approach, signals may be displayed to the left of the siding. Display of these signals to the left of a siding in direction of approach must be respected as though they were displayed in accordance with these rules.

RULE 10-H. On the San Bruno, Lick, Hollister, Davenport, Santa Cruz, Monterey, Spreckels, Lompoc and White Hills Branches, a green signal will not be displayed to the right of each track at the limit of restriction. Instead limit of restriction will be indicated by a yellow signal displayed to the left of track in direction of approach. Speed may be resumed when engine reaches the yellow signal so displayed, or when it is known by engineer that rear of train has passed the limit of restriction as specified in train order or timetable bulletin.

RULE 10-J. Speed signs prescribing an increase in speed will not be installed on branches. Speed Restrictions tables will indicate permissible speeds between mile post locations named.

RULE 19. Passenger trains may display one red electric light to the rear as markers whether train is on main track or siding or turned out and running against current of traffic. When such markers are displayed indications shown in Figures 1 to 8 will not apply.

RULE 26. To protect against fire hazard on diesel fueling tracks at San Francisco, San Jose and Watsonville Jct., a blue light will not be attached to reflectorized blue 'MEN AT WORK' signs when displayed at night.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 102. Should a passenger train break-in-two, or an emergency application of brakes occur while in motion on the grade between Santa Margarita and San Luis Obispo, or between Santa Cruz and Felton, forward brakeman will immediately go toward rear, close angle cock at opening if train has parted, set hand brakes and turn up retaining valves on detached portion. After train is coupled air must be applied from engine before hand brakes and retaining valves are released.

If necessary to leave detached portion on main track, rear truck of detached portion ascending grade, or leading truck of detached portion descending grade, must be chained to rail in such manner as to derail car should there be an uncontrolled movement.

RULE 105. Sidings designated "M" for middle in siding capacities column and those designated "No. 1" or "No. 2" may be used by trains in either direction.

Siding capacities column indicates the number of cars of average length of 49 feet that siding will hold between fouling points in addition to one engine and caboose.

When length of train and/or capacity of siding permits trains taking siding, after clearing main track, will provide not less than 400 feet additional clearance to fouling points.

RULE 206-B. When rubber stamp and printed train-order form are used for issuance of Form Y train order, train dispatcher after recording form in train-order book with stamp is required to write and transmit only the order number, addresses, mile post locations, stations, times and dates. Train-order operators using the printed form for such train orders are required to copy and repeat only that portion of the order transmitted by the train dispatcher.

RULES 281 and 285. Movements against the current of traffic governed by semaphore type dwarf signals displaying "Proceed", Fig. E, Rule 281; or by light type dwarf signals displaying "Proceed not Exceeding Medium Speed, Fig. G, Rule 285, must be made with caution and position of switches observed.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM.

PUSH BUTTONS

Where signal protection is provided for movements from an adjacent track to main track, push buttons and pilot lights are installed in box near each of the two signals, with time-release feature, to clear signals on one track when the control circuit on the other track is occupied.

Train on main track to let train on siding pass may clear signal on siding by pressing button bearing number of signal on siding. Train on siding to let train on main track pass should not pass Approach Circuit sign, but when necessary to do so, may clear signal on main track by pressing button bearing number of signal on main track.

Further instructions posted inside push button box.

ELECTRIC SWITCH LOCKS

Where electric switch locks are installed, lock box door must not be opened if movement is to be made into a track leading from main track until engine or car is standing within 150 feet of the switch; or if movement is to be made from such track, or through a crossover to a main track until block indicator indicates block clear on opposite track. Within CTC limits train dispatcher's permission must also be obtained before lock box door is opened.

After lock box door is opened lock lever cannot be moved to opposite position to release switch for hand throwing until indicator in lock box indicates "unlocked".

Lock lever must not be returned to locked position until all movements over the switch are completed, switch returned to normal position and locked. Lock box door must then be closed and locked. Within CTC limits train dispatcher must also be notified by telephone when completed.

When block indicators indicate "block occupied," instructions posted inside lock box for operation of push button to start time-release must be complied with if movement is to be made to main track while approach circuit is occupied by another train, in addition to providing flag protection when necessary.

Low type electric locks, such as are applied direct to lever of hub type switch stands, function as above except that the removal of the switch lock has the same effect as opening the lock box door. Instead of being equipped with an "unlocked" indicator, these locks have a pilot light that indicates by illumination when the lock is unlocked.

When pilot light will not illuminate to indicate electric lock is unlocked, push button on adjacent cast iron box, protected with a cover and locked with switch lock, should be depressed to illuminate green light. After a time interval of from one to seven minutes pilot light on electric lock will be illuminated, indicating lock is unlocked.

Emergency lock release to be used only in case of electrical or mechanical failure, as indicated by failure of time-release to function after several minutes. When necessary to break seal on emergency lock release, train dispatcher must be notified immediately, and movement made only after flag protection provided on both tracks.

MECHANICAL SWITCH LOCKS

After lock box door is opened lock lever may be moved upward against stop. After a time interval of from one to seven minutes indicator will show UNLOCKED and lever may be moved to reverse position "R". Switch may then be operated in the usual manner.

Lock lever must not be returned to normal position "N" until all movements over the switch are completed, switch returned to normal position and locked.

Emergency lock release to be used only in case of mechanical failure, as indicated by failure of time release to function after several minutes. When necessary to break seal on emergency release, train dispatcher must be notified immeiately and movement made only after necessary flag protection is provided.

RULE 605. INTERLOCKING.

Trains or engines must not enter main track within interlocking limits where no signal governs such movement until permission has been obtained from signal operator and must then run with caution not exceeding 12 MPH to the next signal.

RULE 776. Trains authorized by train dispatcher to pass absolute signal displaying stop indication and to proceed at restricted speed under provisions of this rule, may resume normal speed after rear of train passes next block signal diplaying green aspect.

RULE 808. In case of grade crossing accident it is permissible for crew members on request of law enforcement officers to furnish their names, occupations and addresses; identification of the train; direction and approximate speed of the train; confirmation that the whistle, bell and headlight or headlights were operating; and direction of the vehicle. Signed statements are not to be given. Should police officer desire any additional information they should be courteously referred to Claims Department representative.

GENERAL REGULATIONS

RULE 836. When necessary to shove cars ahead of engine between stations on descending grade, cars must be chained to the engine unless air brakes are operative on all cars and air cut in.

RULE 873. Sanders must not be operated between absolute or interlocking signal governing movement over dual control or power operated switches.

AIR BRAKE RULES

RULE 3. Standard brake pipe pressure for No. 373 (CMW) and No. 374 (CME) is 90 lbs.

FREIGHT TRAINS

RULE 14. When dynamic brakes are used on both road and helper engines while moving on descending grades, additional tonnage in the same ratio per unit as specified for road engine may be handled without retaining valves.

Trains handled by DF-120 to 126 class engines must not use more than three units of dynamic brakes. Dynamic brake cable must be removed between third and fourth units in direction of movement and unit selector switch on lead unit placed in No. 3 position.

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

RULE 23. Gondola cars SP-345000 to 345599 are equipped with AB brake system which has automatic changeover feature to provide proper brake function when car is loaded and when empty.

Before leaving a station or point where such cars have been added to the consist or where crews are changed, the outgoing engineer must actuate automatic changeover feature by reducing brake pipe pressure to below thirty pounds whether cars are loaded or empty.

RULE 25. Rear end test must be made on yard drags before being moved on main track at designated stations where air brakes must be used.

RULE 33. When tonnage of freight train handling cars with single capacity brakes exceeds 80 tons per operative brake, maximum speed of train must not exceed 45 MPH.

When gross tonnage of freight train handling cars with single capacity brakes exceeds 80 tons per operative brake, maximum speed of train must not exceed 45 MPH, except when gross tonnage exceeds 85 tons per operative brake, maximum speed must not exceed 25 MPH on descending grades of 1.2% to 1.5% and 20 MPH on descending grades in excess of 1.5%.

Weight of units not using their dynamic brakes in road engines must be added to weight of cars and summation thereof divided by the number of cars having operative brakes to determine the tons per operative brake in train.

Grades where such restrictions apply are designated below:

Watsonville Jct. to Olympia (San Francisco Subdivision)

Eastward MP 107.5 to 108.8 (Grade in excess of 1.5%)
“ 110.1 to 110.4 “
“ 111.1 to 111.4 “
“ 112.3 to 112.7 “
“ 113.7 to 114.1 “
“ 114.6 to 115.1 “
“ 115.7 to 116.0 “
“ 117.4 to 117.6 “
“ 118.8 to 119.1 “
Westward MP 117.8 to 117.6 “
“ 113.7 to 113.3 “
“ 111.0 to 110.7 “
“ 110.0 to 109.5 “

Castroville to Lake Majella (Salinas Subdivision)

Eastward MP 116.5 to 117.0 (Grade in excess of 1.5%)
“ 117.9 to 118.1 “
“ 119.9 to 120.9 “
“ 122.2 to 123.1 “
Westward MP 121.3 to 120.9 “
“ 119.9 to 119.1 “
“ 117.9 to 117.0 “
114.5 to 114.1 (Grade in excess of 1.2%)

MISCELLANEOUS

5. Helper service:

(a) Helper engines must not be placed behind wooden underframe equipment.

(b) Helper engines consisting of not more than two units may be placed behind caboose.

(c) Helper engines consisting of not more than four units may be placed immediately ahead of caboose.

Air will be cut in on all helper engines, and engine must not be cut off when train is in motion.

27. Should a passenger train, irrespective of the type of power being used, be stopped in a tunnel, air conditioned cars within the tunnel must immediately have the air conditioning systems including ice engines and engine generators, shut off, fresh air intake shutters closed, and blower fans shut off.

Should a diesel-powered train be stopped with the engine in a tunnel and it is found that, in the case of a passenger train it cannot be moved within five minutes after stopping, and in case of a freight train it cannot be moved within a reasonable length of time, trainmen and enginemen must take necessary precautions to prevent movement. Independent brake and sufficient hand brakes must be immediately applied. Engine wheels must be secured by blocks and chains, and power plants and steam generators, if any, on engine shut down.

28. DF-1 to 12 and DP class engines operated with engineer in other than lead unit in direction of movement, must not exceed 20 MPH when approaching highway or street crossing at grade, subject to further restrictions imposed by local conditions.

SPEED RESTRICTIONS FOR ENGINES: Maximum speed shown below is subject to further restrictions applicable to certain territories as shown in Speed Restrictions for Trains:

NOMINAL CLASS	RUNNING FORWARD WITH TRAIN OR LIGHT	RUNNING BACKWARD WITH TRAIN OR LIGHT
DF-1 to 12 with 60/17 gear ratio trucks....	79	*30
DF-1 to 12 with 62/15 gear ratio trucks....	70	*30
DF-100........................	65	**65
DF-114, 117 with 62/15 gear ratio trucks....	65	**65
DF-114, 117 with 65/12 gear ratio trucks....	55	**55
DF-101, 103 to 107, 109 to 112..............	35#	**35#
DF-116, 118, 120........................	70	**70
DF-121, 122, 124, 125.....................	70	**70
DF-127........................	65	**65
DF-200 to 206........................	55	**55
DF-300 to 306........................	65	**65
DF-307........................	60	**60
DF-500, 501........................	70	**70
DF-603, 606 with 61/16 gear ratio trucks....	70	**70
DF-603, 606 with 60/17 gear ratio trucks....	79	**79
DF-605, 607, 610 to 616..................	65	**65
DF-608........................	65	**65
DF-800........................	70	*30
DP-4, 7, 12........................	79	*30
DP-5, 6, 8, 9, 10, 11.....................	79	*30
DP-13........................	79	*30
DS-1, 4, 5........................	45	45
DS-2, 3, 6 to 12........................	60	60
DS-100 to 108, 110, 111, 113 to 115, 117 to 122	60	60
DS-109........................	65	65
DS-200 to 205........................	35	35
RDC........................	79	*30
Any steam or diesel engine not listed........	35	25

*When on head end of train or running light and engineer is in other than leading control cab in direction of movement.

**When operated in multiple unit control with engineer in other than lead unit in direction of movement must not exceed 30 MPH.

#On less than 90-lb. rail on: Hollister Branch
Davenport Branch
Santa Cruz Branch between Watsonville Jct. and Watsonville, and between Santa Cruz and Olympia
Monterey Branch between Pacific Grove and Lake Majella
Lompoc Branch between MP-309.18 and Lompoc and between Lompoc and White Hills must not exceed 25 MPH.

Maximum speed of engines under following conditions, running under own steam, or hauled in train:

When all weight has been removed from any one pair of drivers..................	20 MPH
When all weight has been removed from only one wheel of any pair of drivers..........	30 MPH
When engine truck is removed...............	20 MPH
When main rod only is removed...............	30 MPH
When side rod only is removed...............	30 MPH
When both main and side rods are removed...	20 MPH

Maximum speed of trains handling dead engines of S or SE class 20 MPH; other SPCo steam engines 40 MPH; and diesel engines the speed shown for same engine running forward light, except DS-200, 201 class must have traction motor brushes removed and speed restricted to 30 MPH.

Dead diesel engines hauled in train and weighing 150,000 pounds or more must be placed first behind engine handling the train, except may be separated by one car from engine handling train. If weight is less than 150,000 pounds dead diesel engines must be placed near rear of train.

Dead steam engines hauled in train weighing 150,000 pounds or more on drivers must, as far as practicable, be cut in between 25 and 30 cars from the head end of the train but in no event less than 8 cars from engine handling the train. If weight is less than 150,000 pounds on drivers dead steam engines must be placed near rear of train.

Unless otherwise restricted, not more than two dead steam engines shall be moved in any one train and when so moved they must be separated by five cars. When an S or SE class and a road engine are moved dead in train, a steel underframe freight car must be placed between them and S or SE class engine entrained with tender ahead.

Dead or disabled engines, and equipment listed in timetable which requires movement at reduced speed must first be reported as ready to move to the chief train dispatcher, who will designate the train in which the engine or equipment is to be moved. Any such engine must not be handled in train until train order designating maximum speed is issued.

Movement of foreign line engines, in service or dead in train, must not be authorized until provisions of current Line Clearance Circular have been complied with.

MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT	MPH MAIN TRACKS OTHER THAN BRANCHES	MPH MAIN TRACKS ON BRANCHES
Double or triple loads	..	25
Scale test cars	40	30
Cars with arch bar trucks	40	30
Steel pile-drivers, except	40*	30*
SPMW 4088 (locomotive crane pile-driver)		
with boom detached and trailing	35*	25*
with boom attached and trailing	25*	15
Relief outfits with steam derrick	45	25*
except Nos. 7007, 7033 and 7034	35*	25*
(Relief outfits 7014 and 7025 must not be operated on any branch, except may operate on Vasona Branch and between Castroville and Monterey.)		
Power shovel on own wheels	35*	25*
Ditchers on own wheels, except:	35*	25*
SPMW-4044	25*	25*
Car-top ditchers, if blocking and tie-down cables are removed	35*	25*
K&J, pedestal or center-hinged air-dump cars (except SPMW 5100 to 5289 loaded or empty)	35*	25*
Locomotive cranes:		
With boom disconnected, heavy end forward	35*	25*
With boom disconnected, light end forward	20*	15
With boom in place, either end forward	25*	15

*These speeds must not be exceeded, and on curves where authorized speed is more than 15 MPH speed must be reduced to 5 MPH less than shown in timetable and on speed signs.

OTHER MAXIMUM SPEEDS	MPH PASSENGER TRAINS	MPH FREIGHT AND MIXED TRAINS
Trains containing cars CG 50 to 63. MKT 45051 to 45070; NCStL 18097 to 18120 and 18263; 18349, 18481, 18498; RFP 280 to 288	60	60
Trains of deadhead equipment, with caboose	60	..
Passenger trains, with caboose	60	..
Engine and caboose only, except:	..	60
must not exceed speed for same engine running forward light.		
Engine, flanger and caboose only, except:	..	40
On curves	..	30

SPMW cars equipped with K type brakes must not be handled in trains consisting of more than 50 cars and train must not exceed 40 MPH while handling such equipment.

All cars handled in passenger trains must be equipped with steel-tired or all-steel wheels. Cars not so equipped must move in freight trains, passengers if any, to move on passenger trains.

Passenger carrying cars, baggage, express and other head-end cars, unless equipped with steel center sills and steel platforms must not be handled in passenger trains except on authority of Superintendent.

Freight cars must not be handled behind occupied passenger carrying cars, except in mixed trains in military or naval movements.

Baggage, express, mail, refrigerator or other head-end cars must not be handled on rear of passenger trains unless trainmen can pass through them, except between San Francisco and Salinas, provided retaining valve is on head-end of car.

When moving against current of traffic, or when movement is not protected by block signals, speed of passenger trains and light engines must not exceed 59 MPH, and speed of freight trains must not exceed 49 MPH, nor may speed exceed that applying to normal operation. Unless proceed signal received, or it is known that warning devices are operating, such trains and engines must stop approaching road crossings where automatic warning devices are installed, and may proceed after member of crew protects crossing.

Unless otherwise authorized, trains handling passenger cars with flat spots on wheels in excess of 3¼ inches in length must not exceed 10 MPH. When flat spots are not in excess of 3¼ inches long such cars may be operated at maximum authorized speeds.

Axle load limit on 50-ton cars increased from 169,000 pounds to 189,000 pounds and axle load limit on 70-ton cars increased from 210,000 pounds to 230,000 pounds for open top cars of aggregates loaded at Radum, Eliot and vicinity.

Maximum speed permitted with cars loaded to new limitations is 40 MPH.

RULES 10-H and 10-J. Between San Francisco and San Jose, speed signs may be displayed on a post below a yellow signal to indicate the maximum speed permitted one mile beyond the yellow signal. The number on such speed signs applies to all trains and should indicate the same speed as that designated by train order or timetable bulletin.

When speed signs are so displayed and the maximum speed indicated by the speed sign is in excess of that permitted by train order or timetable bulletin be governed by the train order or timetable bulletin. In the absence of such speed signs be governed by the speed designated in the train order, timetable bulletin or by Rule 10-H.

A green metal signal at the limit of the restriction will be displayed in accordance with Rule 10-H.

RULE 10-J. Speed sign for westward trains at MP 9.10 located on signal bridge one mile instead of three-fourths mile from restriction.

Westward speed sign at MP 45.86 reading 60-55 is to right of track with two tracks intervening.

Westward speed sign at MP 93.90 reading "Spring Switch 25" is 0.93 mile instead of three-fourths mile from restriction.

Speed signs to left of track:

Westward	Reading
MP 45.91	25
MP 92.97	35–30

RULE 14(m). That portion requiring whistle to be sounded one mile before reaching stations will not apply between San Francisco and San Jose.

RULE 21-C. Engines of passenger trains may display indicators between Seventh St. engine storage track and Third St. station, San Francisco; and from San Jose passenger station to roundhouse but must be removed immediately on arrival at roundhouse.

Watsonville Jct.: Engines may display indicators from train yard to roundhouse and from roundhouse to train yard.

RULE 26. At Third St. Station, San Francisco, and at San Jose passenger station, blue sign may be displayed on either side of engine cab.

RULE 82-A. No. 90 from Western Division may assume corresponding schedule at Santa Clara without clearance.

No. 91 to Western Division at Santa Clara must obtain two clearances at San Jose, one endorsed "Coast Division" and one endorsed "Western Division," and receive train orders applying to Western Division at San Jose, and need not obtain clearance at Santa Clara.

Trains originating Sunnyvale will obtain clearance only when operator is on duty.

Coast Division freight trains turning at Redwood Jct. must obtain clearance before leaving Redwood Jct.

Westward trains, except those having received clearance at San Jose, must obtain clearance at Santa Clara.

Westward extra trains originating San Jose Yard will obtain clearance at Santa Clara.

Second-class trains and sections thereof authorized on Western Division from Redwood Jct. may display indicators and signals if any, as such schedule or section on Coast Division, San Francisco or Bayshore to Redwood Jct., although movement is authorized under the provisions of Rules D-97-A and D-251.

Extra trains originating at Santa Cruz and operating between Santa Cruz and Davenport or Olympia will display indicators as an extra train on entire trip as indicated by the engine number of the lead unit leaving Santa Cruz and are authorized to operate as extra trains between Santa Cruz and Davenport or Olympia without obtaining a clearance at Santa Cruz.

Crews arriving on No. 936 may assume schedule of No. 937 at Santa Cruz without clearance.

Westward trains must obtain clearance before leaving Santa Cruz only when operator is on duty.

Trains destined San Jose Yard need not obtain clearance at San Jose.

Nos. 98, 126, 374 and 76 must obtain clearance at San Jose.

RULE 83. Identification may be made at San Jose, or between Lick and Coyote; Corporal and Gilroy; to be applied at end of double track. Trains approaching each other between these stations must reduce speed sufficiently to permit identification, and Rule 14(k) will apply.

Extra trains originating at Santa Cruz enroute Davenport or Olympia, in addition to information required by the train register, must register destination of trip (turning point) and date of departure in the column captioned "Signals." When trip has been completed date of arrival at Santa Cruz must also be entered in the column captioned "Signals."

An extra train enroute Davenport or Olympia must not leave Santa Cruz until it has been ascertained from the train register that all preceding extra trains via the route to be used have completed their trip and registered time and date of arrival at Santa Cruz accordingly.

RULE 83-A. At the following stations only the trains indicated will register:

Bayshore....	Trains originating or terminating
Redwood Jct..	
Sunnyvale....	
Santa Clara....	Trains originating or terminating at San Jose Yard.
San Jose......	All trains except third class and extras which originate or terminate at San Jose yard.
Gilroy........	Trains originating or terminating.

RULE 83-B. At open train-order offices, trains may register by ticket as follows:

Bayshore......	Trains originating or terminating.
Redwood Jct...	Trains to or from Western Division.
Santa Clara....	No. 373 and trains terminating at San Jose Yard.
San Jose......	Nos. 98, 126, 374, 76, 373, 75, 139, 99 and westward trains terminating San Jose.
Watsonville Jct..........	Nos. 98, 126, 76, 90, 373, 75, 139, 91 and 99.

RULE 86. Will not apply to engines moving within Fourth Street Interlocking.

RULE 93. First class trains enter and leave San Francisco passenger station on yard tracks within Fourth St. interlocking limits.

First-class trains enter and leave San Jose passenger station on yard tracks between MP 45.91 and MP 47.29.

Yard limits in which the provisions of Rule 93 will apply are established at the following stations:

West MP		East MP
.00	San Francisco....................	11.48
7.39	" (San Bruno Branch).........	13.64
24.44	Redwood Jct.	27.17
	" (Western Division).........	28.20
43.47	San Jose...........................	60.00
	" (Lick Branch)..................	End of Branch
43.74	" (Agnew line)...................	
44.84	" (Milpitas line).................	
51.47	" (Vasona Branch)...............	
79.31	Gilroy..............................	82.41
96.11	Watsonville Jct..................	101.25
	" (Santa Cruz Branch).......	103.60
119.30	Santa Cruz........................	122.66
	" (Davenport)....................	81.71

When freight cars are moved from one point to another on main track within San Francisco yard limits at night, a red light must be displayed on rear of rear car.

Watsonville Jct.: Eastward freight trains, except No. 374 must not pass Signal 984 unless proceed signal received from yardman, green flag by day, green light by night.

Westward freight trains, except No. 373 must not pass Signal 1001 unless proceed signal received from yardman, green flag by day, green light by night.

RULE 95. Sections of schedules authorized on Western Division to or from Santa Clara will apply on Coast Division into or out of San Jose.

RULE 97. Extra trains must not run via Vasona Branch unless train order so specifies.

RULE D-97-A. Will apply between San Francisco and Jose; between Lick and Coyote; between Gilroy and Corporal; and between Logan and Watsonville Jct.

RULE 98. Ninth and Division Streets—San Francisco: WPRR crossing of SP tracks is not protected by interlocking. Trains and engines must stop before crossing either WPRR or SP tracks and not proceed over crossing until it has been ascertained there are no trains or engines closely approaching the crossing from either direction. SP trains and engines have precedence over WPRR trains and engines when using this crossing.

WPRR crossings of the SP tracks on the Vasona Branch at San Jose is not protected by automatic interlocking. Trains and engines must STOP before crossing either WPRR or SP tracks and not proceed over crossing until it has been ascertained there are no trains or engines closely approaching the crossing from either direction. SP trains and engines have precedence over WPRR trains and engines when using this crossing.

"STOP" signs installed on WPRR and SP tracks in approach to this crossing.

Sign reading: "RAILROAD CROSSING 2000 FT." is located at MP 47.4 for westward trains and sign reading: "RAILROAD CROSSING 2400 FT." is located at MP 48.6 for eastward trains.

RULE 99. Granite Rock Co. will do switching at Logan. When necessary for SP crews to enter tracks jointly operated they must provide adequate protection to avoid collision.

Flag protection to the rear is not required between Santa Cruz and Davenport or Olympia.

RULE 99-C. Will apply on Vasona, Hollister, Santa Cruz and Davenport Branches.

RULE 103-A. Automatic crossing gates:

Following crossings protected by gates that will operate for against current of traffic movements but such movements must not exceed 25 MPH approaching these crossings:

Station	Location	Mile Post
Butler Road	Butler Road	8.4
South San Francisco	Linden Ave.	10.2
San Bruno	Scott St.	10.6
"	San Bruno Ave.	11.0
"	San Mateo Ave.	11.1
"	Angus Ave.	11.4
Millbrae	Center St.	12.8
"	Millbrae Ave.	13.7
Broadway	Broadway	15.2
Burlingame	Oak Grove Ave	15.9
"	North Lane	16.2
"	South Lane	16.3
"	Howard Ave.	16.4
"	Bayswater Ave.	16.5
"	Peninsular Ave.	16.6
San Mateo	Villa Terrace Ave.	16.9
"	Bellevue Ave.	17.1
* "	1st, 2nd, 3rd, 4th, and 5th Aves.	17.9
"	9th Ave.	18.3
"	19th Ave.	19.1
"	25th Ave.	19.7
Hillsdale	Hillsdale Blvd.	20.3
Belmont	Ralston Ave.	22.0
"	Harbor Blvd.	22.2
San Carlos	Holly St.	23.2
"	Howard Ave.	24.1
Redwood City	Whipple Ave.	24.8
"	Brewster Ave.	25.2
"	Broadway	25.4
"	Jefferson Ave.	25.6
"	Maple St.	25.7
"	Main St.	25.8
Redwood City	Chestnut St.	26.0
"	Spruce St.	26.2
"	5th Ave.	27.2
Atherton	Fair Oaks Lane	27.7
"	Watkins Ave.	28.0
Menlo Park	Encinal Ave.	28.4
"	Glenwood Ave.	28.6
"	Oak Grove Ave.	28.8
"	Ravenswood Ave.	29.0
Palo Alto	Palo Alto Ave.	29.8
"	Churchill Ave.	31.0
California Ave.	East Meadow Drive	33.0
"	Charleston Road	33.4
Castro	San Antonio Road	34.0
"	Rengstorff	34.7
Mountain View	Bailey Ave.	35.6
"	Castro St.	35.9
"	Easy St.	36.5
"	Whisman Rd.	36.8
"	Alviso Road	37.1
Sunnyvale	Mary Ave.	37.9
"	Mathilda Ave.	38.6
** "	Sunnyvale Ave.	38.9
"	Fair Oaks Ave.	39.3
"	Wolfe Road	39.7
Santa Clara	Lawrence Station Rd.	40.7
"	Scott Lane	42.9
Lick	Hillsdale Ave.	51.7
Oak Grove	Cottle Rd.	53.6
Miller	Bloomfield Road	84.1
Aromas	Carpenteria Road	94.5
West of Eaton	San Juan Road	96.2

*Operated by gateman.

**May be operated for eastward movements from house track by operating key release on side of instrument case. Switch key may be removed but circuit must be occupied within one minute or gates will rise.

At the following stations there are crossings protected by gates which are not actuated when trains are stopping at station to receive or discharge traffic until train starts to move toward crossing, and speed of 10 MPH must not be exceeded until gates are down:

Station	Location	Direction	Mile Post
★Millbrae	Millbrae Ave.	Westward	13.7
★★Burlingame	North Lane	Westward	16.2
★★Burlingame	South Lane	Eastward	16.3
★★Burlingame	Howard Ave.	Eastward	16.4
Burlingame	Bayswater Ave.	Eastward	16.5
Bay Meadows	Hillsdale Blvd.	Eastward	20.3
★Hillsdale	Hillsdale Blvd.	Eastward	20.3
★San Carlos	Holly St.	Westward	23.2
Redwood City	Brewster Ave.	Westward	25.2
★★Redwood City	Broadway	Westward	25.4
★★Redwood City	Jefferson Ave.	Eastward	25.6
Atherton	Watkins Ave.	Eastward	28.0
Menlo Park	Encinal Ave.	Westward	28.4
Menlo Park	Glenwood Ave.	Westward	28.6
★Menlo Park	Ravenswood Ave.	Eastward	29.0
★Palo Alto	Palo Alto Ave.	Westward	29.8
Mountain View	Castro St.	Westward	35.9
★Sunnyvale	Mathilda Ave.	Westward	38.6
★Sunnyvale	Sunnyvale Ave.	Eastward	38.9

★Equipped with unit for display of flashing white light. Display of flashing white light indicates gates are down. Trains or engines approaching these crossings after making station stop, entering main track from spurs or station tracks or moving at reduced speed must not enter crossing until flashing white light is displayed or it is known gates are down.

★★Sound detector microphones are located adjacent to the track just east of Broadway Street for westward movements and just west of Jefferson Avenue for eastward movements. Sound detector microphones are located adjacent to track just west of North Lane for westward movements, and just west of South Lane and Howard Ave. for eastward movements. Trains stopped at station to receive or discharge traffic must sound whistle to actuate the gates and crossings must not be entered until gates are down, as indicated by flashing white light.

Locations at which trains must stop to avoid unnecessary operation of crossing gates while trains are switching or receiving and discharging traffic:

Station	Location	Direction
South San Francisco.	East of Signal 91	Westward
San Bruno	100 ft. east of San Mateo Ave.	Eastward
Lomita Park	300 ft. west of station platform	Westward
Burlingame	East of 17 car marker	Westward
Belmont	80 ft. east of Ralston Ave..	Eastward
** "	1400 ft. east of Harbor Blvd....	Westward
***San Carlos	400 ft. west of Holly St.	Eastward
Redwood City	20 ft. east of Braodway St..	Westward
Atherton	650 ft. west of Watkins Ave	Eastward
Menlo Park	20 ft. west of Oak Grove Ave.	Weastwrd
† "	West of 9 car marker	Eastward
†Palo Alto	150 ft. west of subway	Westward
††Castro	400 ft. west of San Antonio Road	Eastward
†Mountain View	400 ft. east of Castro St.	Westward
†Sunnyvale	400 ft. east of Mathilda Ave.	Westward
"	325 ft. west of Signal 388.	Eastward
"	255 ft. east of Sunnyvale Ave	Westward
"	550 ft. east of Mary Ave	Westward

†Applies, only, to trains loading or unloading mail baggage and express.

**Applies to trains switching Harbor spur when necessary to leave part of train east of Harbor Blvd.

***Applies to trains switching house track when necessary to leave part of train west of Holly St.

††Applies only to trains switching Sears & Roebuck Co. spur.

At crossings protected by gates, wigwags or other automatic warning devices controlling circuits on tracks other than main tracks, generally, are not actuated except when trains or engines are within short distances of or on the crossing. Crossings must not be entered until gates are down or other warning devices operating.

San Mateo: For movements from house track over First Ave., a member of crew must insert switch key in receptacle, on west end of instrument case at First Ave. and turn key to notify gateman to lower gates.

Public Utilities Commission orders require that trains and engines must stop, and member of crew must portect traffic on the following street or highway crossings before movement is made:

Millbrae—Crossing Rollins Road on tracks Nos. 15, 23 and 77.

Redwood City—Crossing on J. W. Poole spur.

Before movement is made by trains or engines over crossing, a member of train crew must protect traffic on the following street crossing:

California Avenue—Park Blvd. on east leg of wye.

RULE 104. The normal position of rigid switches at junctions is as follows:

San Bruno	San Bruno Branch, for eastward track,
California Ave.	Vasona Branch, for eastward track,
San Jose	Vasona Branch, for Gilroy line main track,
San Jose Yard	Milpitas line, for freight lead,
Permanente	Permanente Corp., for track No. 1.

Switches on east leg of wye at MP 47.86 and MP 53.05 on Vasona Branch will be lined for west leg of wye. The derail on the wye has been removed.

Lick	Lick Branch, for eastward main track,
Carnadero	Hollister Branch, for westward main track,
Watsonville Jct.	Santa Cruz Branch, for west leg of wye,
Santa Cruz	Davenport Branch, for Santa Cruz Branch.

Derails on main track:

Olympia at MP 129.23. Derail must be left lined in derailing position when cars are stored on main track east of derail.

RULE 107. Station train indicators are provided in approach to following stations:

Eastward		Westward
South San Francisco		Santa Clara
Millbrae	San Carlos	Sunnyvale
Broadway	Redwood City	Mountain View
Burlingame	California Ave.	Hillsdale
San Mateo	Mountain View	San Bruno
Hayward Park	Sunnyvale	
Hillsdale	Santa Clara	
Belmont	College Park	

When illuminated these indicators will convey the following information:

TRAIN—Train at platform on opposite track.

CLEAR—Indicator in service.

When neither TRAIN or CLEAR is illuminated, indicator is out of service and report must be made to chief train dispatcher as soon as practicable.

In the morning all eastward passenger trains will favor westward commute trains. In evening all westward passenger trains will favor eastward commute trains.

Particular care must be exercised at such stations as Bayshore, Millbrae, Hillsdale, Belmont and Santa Clara where view of station is limited in both directions, also at 23rd St., and Paul Ave., where passengers may attempt to cross tracks closely behind westward trains. Under such circumstances yard drags and engines on eastward track must stop and take necessary precautions to avoid injury to patrons.

RULE D-151. San Francisco: End of double track is at King St., east limit of Fourth St. interlocking.

Track designations at San Francisco station are:

Beginning on the north.......Station tracks Nos. 1 to 14.

San Jose: End of double track is at MP 45.91, College Park at east end of crossover just west of West Taylor St. subway.

Gilroy: End of double track: Westward trains leaving end of double track from eastward main track will be governed by Signal 805.

RULE D-152. Crossovers between San Francisco and San Jose are located as follows:

West end Tunnel No. 3; MP 3.16; between Tunnels Nos. 3 and 4 San Francisco; South San Francisco; San Bruno; Millbrae; Burlingame; Belmont; San Carlos; Redwood Jct.; Menlo Park; Palo Alto; California Ave.; Mountain View; Sunnyvale and MP 41.18.

San Mateo: When making eastward movement from middle siding to westward track switches must be lined in following order: inside switch, derail, and westward main track switch. When movement completed line switches back in reverse order.

RULE 221. Train-order office Santa Clara is located in tower.

Bayshore, Redwood Jct. and Sunnyvale are train-order offices for trains originating only.

RULE D-251. Applies on both tracks between San Francisco and San Jose, except when inferior trains moving on main track are delayed in this territory, they must clear time of following first-class trains in accordance with Rule 86 (b).

Applies between Watsonville Jct. and Logan; between Corporal and Gilroy; and between Coyote and Lick.

RULE 285. When dwarf signals for entrance to station tracks Nos. 1 to 14 incl., San Francisco, display indication as shown in Figs. F or G, movement must be made with caution.

RULE 306. The following block signals, equipped with triangular plate bearing the letter "P" have included in their control limits some special protective device. Interlocking signals are listed as "P-I" or "P-SA".

Eastward Signal	Protection	Westward Signal
	Spring switch, east end outbound track, Bayshore	P-I
P-172	Four collision detectors at Poplar, Santa Inez, Mt. Diablo and Tilton Ave., underpasses, San Mateo	P-179
	Spring switch, east end station track 5, San Jose	P-I
	Spring switch, Milpitas wye, San Jose	P-I
	Spring switch, east end station track No. 5, San Jose	P-I
P-514	Spring switch, end double track, Lick	
	Spring switch, end double track, Coyote	P-635
P-660	Spring switch, west end siding, Perry	
	Spring switch, east end siding, Perry	P-673
P-708	Spring switch, west end siding, Morganhill	
	Spring switch, east end siding, Morganhill	P-719
P-770	Spring switch, west end siding, Rucker	
	Spring switch, east end siding, Rucker	P-783
P-804	Spring switch, end double track, Gilroy	
	Spring switch, end double track, Corporal	P-SA
P-924	Earthquake detector, Pajaro River bridge Slide detector fence, Logan	P-A
P-SA	Spring switch, end double track, Logan	

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM.

San Jose: Main track from signal 50 feet west of spring switch on wye to Signal 467 on Milpitas line not protected by block signals.

When Signals 463, 463.5, 464, 465, 466 or 467 display stop indication, trains and engines, after stopping, may proceed at restricted speed, provided proceed signal is received from yardman at The Alameda, green flag by day, green light by night, except No. 75 and No. 99 may pass Signal 463 displaying stop indication without stopping at restricted speed, provided proceed signal is received from yardman at The Alameda, green flag by day, green light by night, but must stop to clear crossover between station tracks Nos. 4 and 5 just west of The Alameda.

Signal 464 on Signal Bridge 466 is a diverging route signal governing entrance into station tracks Nos. 1, 2, 3 and 4 from station track No. 4. Lower unit on Signal 466 governs entrance into these tracks through crossover from station track No. 5. When Signal 464 or lower unit of Signal 466 displays yellow aspect, movement into tracks Nos. 1, 2, 3 and 4 must not be made until proceed signal is received from yardman at The Alameda, green flag by day, green light by night, and then movement must not exceed 10 MPH. No signal protection beyond fouling point on these tracks.

When Signals 468.5, 470 or 473 display stop indication, trains and engines may proceed at restricted speed, provided proceed signal received from yardman at Park Ave., green flag by day, green light by night.

Station track No. 5 between Signal Bridge 466 and west limit of San Jose-Lick interlocking west of San Carlos St. overpass is not within interlocking limits, but signal indication will authorize movement of trains and engines between these points on this track. This includes movement to station track No. 5 governed by lower unit on Signal 473 on station track No. 4.

Signal 463.5 governs westward movements from station tracks Nos. 6 to 11 inclusive.

Starting indicators for westward trains on station tracks Nos. 1, 2 and 3 are controlled by yardman at The Alameda, and when displaying red aspect must not be passed unless proceed signal received from yardman, green flag by day, green light by night, and when displaying yellow aspect permit movement with caution to Signal 465.

RULE 513. Bayshore: Before making movement out of spur to San Francisco Union Stock Yards district, lineup must be obtained from signal operator at telephone No. 33267.

RULE 535. SPRING SWITCHES

Spring switches not equipped with facing point locks are located as follows:

Location		Normal Position
Bayshore	East end outbound track	Eastward track
San Jose	East end station Track 5	Main track
San Jose	Milpitas wye switch	Milpitas line main track

Spring switches equipped with facing point locks are located as follows:

Location		Normal Position
Lick	End double track	Eastward track
Coyote	End double track	Westward track
Perry	West end siding	Main track
Perry	East end siding	Main track
Morganhill	West end siding	Main track
Morganhill	East end siding	Main track
Rucker	West end siding	Main track
Rucker	East end siding	Main track
Gilroy	End double track	Eastward track
Corporal	End double track	Westward track
Logan	End double track	Eastward track

RULE 605. INTERLOCKING

o — — sounds of whistle is signal for Coast Division main track.

When interlocking signal has been cleared for train or engine and to use the route is not desired sound whistle signal o o — o o, for information of signal operator.

One sound of siren or air whistle requires that trains and engines within limits of interlocking must stop.

Fourth Street—San Francisco: Limits extend from dwarf signals on station tracks Nos. 1 to 14 near Fourth St. to westward interlocking signal on signal bridge governing movements on main track near Sixth Street.

Leaving signals on station tracks Nos. 1, 2, 3, 13 and 14 San Francisco, are so arranged that signal operator may clear the signals temporarily, even though portion of train is beyond the signal. Before starting, call for signal. The signals on tracks Nos. 1, 2, 3, 13 and 14 are searchlight type, and necessary that trainman or yardman relay signal indication to enginemen when they are cleared.

If signal cannot be cleared, movement may be made under Rules 628 and 670. Signal operator will give proceed signal with yellow flag by day und yellow light by night from the tower to authorize movement to the next interlocking signal.

Bayshore: Limits extend from signal 350 feet west of west portal of Tunnel No. 1 to signal 650 feet east of east portal of Tunnel No. 1 on westward main track and from signal 500 feet west of west portal of Tunnel No. 1 to signal at the west portal of Tunnel No. 1 on eastward main track and from signal 150 feet west of west portal Tunnel No. 4 on eastward main track to signal 1850 feet east of east portal Tunnel No. 4 on westward main track and from Signal Bridge, MP 6.74 to signal at MP 6.95 on westward main track, and from Signal Bridge MP 6.74 to signal at MP 7.07 on eastward main track.

All interlocking signals and switches are under the control of Signal Operator at Bayshore.

Tower phones are located adjacent to interlocking signal on the instrument cases.

Dual control switches are equipped with selector lever and hand-throw lever or cranks. When necessary to hand throw switches, permission must be obtained from Signal Operator, Bayshore, and be governed by Rule 772.

Whistle signals governing routes as follows:

For inbound yard, o o o,
For 1900 district, o — o,
For outbound yard, o — o —.

Telephones located as follows:

Interlocking signal on westward main track 1850 feet east of east portal Tunnel No. 4. Interlocking signal on eastward main track 150 feet west of west portal Tunnel No. 4. Trains and engines delayed by "stop" indication by these signals will communicate with signal operator Bayshore Tower, and be governed by Rule 663(b).

Engines and drags when ready to leave for San Francisco, will use following whistle signals:

For Mission Bay yard, — o —,
For track No. 2, o — o o o,
For track No. 3, o — o o.

Redwood Jct.: Limits extend from signal bridge 740 feet west of tower to signal bridge 870 feet east of tower on Coast Division, and to signal 950 feet east of tower on Western Division.

Whistle signals governing routes as follows:

To Western Division eastward, — o —,
To Western Division westward, — o — o,
Movement against current of traffic, o — o o o,
For siding, o o — — o o,
For drill track westward, o o — o,
For Harbor line, o — o o,
For S & W spur, o — — o.

Santa Clara: Limits extend from signal 2150 feet east of tower on Coast Division westward main track to signal 1675 feet west of tower on Coast Division eastward main track, and on Newark line to signal 1650 west of tower.

Whistle signals govern routes as follows:

For Newark line, o o — — o o,
For Yard, — o —,
Yard to roundhouse, — o — o,
Yard to San Jose passenger station, o o o — o,
Yard to Santa Clara drill track, o — — o,
Yard to drill track, o o — o,
Yard to old team track, o — o o o,
Other yard tracks to tracks Nos. 31, 32 or 33, o o — — o,
Tracks Nos. 31, 32 or 33 to other yard tracks, o — — o o.

College Park: Limits extend from signal 1200 feet west of tower to Signal Bridge 466, and on main track to Signal Bridge 465; and from dwarf signal located 800 feet east of Newhall St. to West Taylor St. subway on No. 1 lead; and from Signal Bridge 466 to signal just west of spring switch at the junction of Milpitas line main track and Milpitas wye.

Electric switch locks on derails and crossover switches within these limits are under control of signal operator. Permission must be obtained to unlock derail or switch. Derail must be thrown first, then switch may be thrown.

Engines to move from roundhouse engine track to San Jose passenger station must not foul No. 1 lead until interlocking signal at inside crossover switch displays indication as shown in Rule 283, Fig. D, or Rule 288, Fig. C for eastward movement to station tracks Nos. 4 or 5.

Telephones are located adjacent to interlocking signals or derails.

Whistle signals for various routes:

For westward movement to San Jose yard via No. 2 lead } o — — o,
For No. 1 lead to San Jose yard, o o — — o o,
For College Park freight yard, — o o —,
For Santa Clara drill track, o o o — o —,
For roundhouse, o — — o o,
For Milpitas line, o o — o o.

Bell cord communicating signal between San Jose roundhouse and signal operator to be used in lieu of telephone when requesting authority to make movement from roundhouse to station tracks Nos. 4 or 5. Following code of signals to be used:

Roundhouse to passenger station.......One pull of cord
Roundhouse to College Park..........Two pulls of cord
For movements in roundhouse yard, when necessary to pass eastward interlocking signal..............Three pulls of cord

On double track within San Jose Yard limits signal operator may arrange to move trains from one tower to another against current of traffic, after having understanding, by telephone, for each movement. Before moving trains against current of traffic signal operator must know that track to be used is clear of opposing trains and engines.

San Jose-Lick: Limits extend on main track from Signal Bridge 464, to light signal 700 feet east of end of double track at Lick on westward track, and to light signal 500 feet east of double track at Lick on eastward track; and on station tracks 4 and 5 from dwarf signal opposite Signal 473 to their connection with main track east of passenger station; and on Lick Branch to dwarf signal at fouling point; and on Vasona Branch from junction with main track to westward signal located 30 feet west of crossover.

From Vasona Branch movement governed by interlocking signal located 30 feet west of crossover between main track and Vasona Branch. Upper unit governs to station tracks, and lower unit governs to main track. When both units display stop indication and it is desired to use connecting link to spur track No. 808 (California Packing Corporation), after stopping, if crossover switches are lined normally and the track is seen to be clear to westward Signal 474.5 located at fouling point 250 feet west of interlocking signal, train or engine may proceed without obtaining permission from signal operator.

Westward Signal 471.5 at Park Ave. subway normally dark until line up is made. After permission received from operator, crossover switches may be lined, and if signal displays proceed indication movement may be made.

Movement to Vasona Branch from station track No. 5 governed by lower unit of Signal 470 located east of station, and from main track governed by lower unit of signal located 400 feet west of junction switch.

Telephones are located adjacent to interlocking signals or derails.

RULE 680. AUTOMATIC INTERLOCKING

San Jose-Lick Line—(WPRR Crossing): Limits extend from signal located 700 feet west of crossing to signal 700 feet east of crossing.

Signals, switches and derails normally in position for SP movements. When semi-automatic signals indicate "stop", Rule 663(c) and 509(b) will govern.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum. Letter	On Signal	Approaching	Authorizes and requires movement as follows
W	273	Redwood Jct.	Westward trains via Dumbarton must stop short of Signal 273 and wait until indicator is extinguished.
W	7 ft. mast MP 44.20	Santa Clara	Eastward trains, except first-class, stop short of Reed St. and wait until indicator is extinguished and flashing white light is displayed. Display of flashing white light authorizes movement to interlocking limits Santa Clara.

RULE 760. CENTRALIZED TRAFFIC CONTROL

Limits extend from MP 86.4 Corporal to MP 93.2 Logan.

GENERAL REGULATIONS

RULE 825. Cars must not be stored within 150 feet of all crossings of 9th Street at Gilroy, except spur track No. 125 serving Filice Warehouse.

Cars must not be stored within 150 feet of crossings of Salinas Road at Watsonville Jct.

When freight trains stop on receiving track in Watsonville Jct. yard, and road engine is detached, trainmen will set sufficient hand brakes on the rear of westward trains, and on the head end of eastward trains to secure trains.

RULE 826. Watsonville Jct.: Indicator lights above each end of tracks leading to Union Ice Co. dock governing movements on those tracks as follows:

Green:	Tracks may be used for train or switching movements.
Yellow:	Tracks may be entered and engines, cars or cabooses added or detached, but cars must not be dropped or kicked against cars on those tracks.
Red:	Tracks may be entered but cars on tracks must not be coupled to or moved. Trains made up on these tracks must not depart until it has been ascertained indicator displays green aspect.
Not Lighted:	Must be considered as displaying most restrictive indication and icing platform foreman must be contacted for instructions before cars are coupled to or moved.

RULE 830. Redwood City: Passenger trains, stopping at passenger station, should stop to clear Broadway crossing.

Westward trains stop at Belmont to clear Ralston Rd. crossing.

Eastward trains stop at Broadway to clear Broadway crossing.

Westward freight trains on Vasona Branch must not leave cars between Approach Circuit sign and El Camino Real while switching.

RULE 836. Cars must not be shoved ahead of engine on descending grade between Permanente and Simla.

AIR BRAKE RULES

RULE 3. Standard brake pipe pressure for freight trains handling cars averaging over 60 tons per car between Olympia and Santa Cruz is 90 pounds.

RULE 17. On passenger trains, between Olympia and MP 127.60 and between Rincon and MP 121.80, three retaining valves for six cars; four retaining valves for eight cars; five retaining valves for ten cars; and seven retaining valves for 12 cars must be turned up on head end of the train.

All retaining valves must be turned up in freight trains Felton to Santa Cruz. Retaining valves on loads must be placed in high pressure position.

All retaining valves must be turned in high pressure position on loaded cars and in low pressure position on empty cars, Permanente to Simla unless dynamic brake is in operation.

FREIGHT TRAINS

RULE 24-B. When engine crew, train crew, or both are changed but train consist remains intact, incoming engineer, after completing stop, will make a full service brake application leaving brakes applied. Car inspector, after noting brakes are applied on rear car, will signal outgoing engineer to release brakes and note that brakes on rear car do release.

RULE 25. Road test must be made before leaving Permanente as prescribed by this rule.

RULE 31. Eastward trains sound whistle approaching Logan 6:00 AM to 3:00 PM when carmen may be working next to main track.

RULE 33. Maximum tonnage per operative brake between Permanente and Simla is 90 tons and speed must not exceed 10 MPH.

Not more than 40 cars will be handled in train, Permanente to Simla.

The maximum tonnage per operative brake between Olympia and Santa Cruz is 90 tons.

Speed of freight trains, when tonnage per operative brake exceeds 60 tons, must not exceed 12 MPH, Olympia (MP 129.72) to Felton (MP 127.40), and Rincon (MP 124.40) to MP 121.80.

PASSENGER TRAINS

RULE 39. Running test must be made on westward trains before reaching spring switch at end double track, Lick.

MISCELLANEOUS

10. Freight trains or engines with freight cars must not operate over station tracks Nos. 2, 3, 4 or 5 in San Jose Passenger station unless authorized by yardmaster or his representative.

Engines listed must not operate on tracks shown below:

Class of Engine		Restricted Tracks
DP, DF-1 to 12	Broadway	Oil spur.
”	Burlingame	Burlingame Material spur.
”	Howest	H. E. Casey spurs.
”	San Carlos	Drill spur on bay side of main track; house track west of freight shed.
”	Redwood Jct.	S & W spur.
”	Redwood Jct.	On line to Redwood Harbor; All spurs off Dumbarton line.
”	Menlo Park	Peninsula Bldg. Matl. Co. spur.
”	Palo Alto	All spurs leading off drill track.
”	Mountain View	Shell Oil spur; beet spur.
”	Sunnyvale	All spurs off both drill tracks except Schuckl, National Can spur, Libby and Berry Growers spurs.
”	Morganhill	Standard Oil spur; Dried fruit spur.
”	Lick Branch	All tracks.
DF-101 to 112	San Mateo	Team Tracks.
All Engines	Santa Cruz	Cowell spur beyond street crossing. To spot cars beyond street crossing use reach.
”	Logan	Granite Rock Co. bunker loading tracks; scale track; stock pile tracks and beyond engine restriction sign at west end of empty set-out tracks Nos. 1, 2 and 3.

Trains entering stub-end tracks San Francisco passenger station must stop at least fifty feet from bumper.

Engines equipped with pilot plow are prohibited over tracks adjacent to station platforms at San Francisco and San Jose.

11. Load limit (car and contents):

San Francisco-San Jose	251,000 pounds
San Bruno-Daly City	210,000 pounds
Redwood Jct.-Redwood Harbor	210,000 pounds
California Ave.-Vasona	210,000 pounds
Simla-Permanente	210,000 pounds
San Jose-Vasona	210,000 pounds
San Jose-Watsonville Jct.	251,000 pounds
Lick-Alamitos	210,000 pounds
Carnadero-Hollister	210,000 pounds
Watsonville Jct.-Olympia	210,000 pounds
Santa Cruz-Davenport	210,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

13. LOCATION OF STOCK YARDS

Station	Capacity in cars	
Gilroy	52	(Water)
Watsonville Jct.	7½	(Water)
(Hollister Branch)		
Hollister	8	(Water)

30.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description	
0.00	San Francisco	Station umbrella sheds	Side
0.24	"	4th St. interlocking tower	Side
0.00-1.30	"	Dwarf signals	Side
1.28	"	Mariposa St. bridge	Overhead
1.29	"	AT&SFRy bridge	Overhead
1.34-1.68	"	Tunnel No. 1	Overhead and side
1.73	"	22nd Street bridge	Overhead
1.91	"	23rd Street bridge	Overhead
1.93-2.14	"	Tunnel No. 2	Overhead and side
3.15	"	Oakdale Avenue bridge	Overhead and side
3.19-3.65	"	Tunnel No. 3	Overhead and side
4.15	"	Paul Ave. bridge	Overhead and side
4.26-4.95	Bayshore	Tunnel No. 4	Overhead and side
9.07	South San Francisco	Signal bridge	Overhead
25.58	Redwood City	Signal bridge	Overhead
26.10	"	Signal bridge	Overhead
26.35	"	Signal bridge	Overhead
29.69	Palo Alto	San Francisquito Creek bridge	Overhead and side
45.99	San Jose	Signal bridge	Overhead
46.90	"	Station umbrella sheds	Side
119.70	Santa Cruz	San Lorenzo River bridge	Side
121.45 to 121.68	Eblis	Tunnel No. 6	Overhead and side
125.60 to 125.66	Rincon	Tunnel No. 5	Overhead and side
126.35	Big Trees	San Lorenzo River bridge	Side
126.43	Tree Trees	Redwood tree	Side
126.70	Big Trees	Redwood tree	Side
126.72	Big Trees	Redwood tree	Side

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard, and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
Through slip switches	10
Through turnouts on other than sidings	10
On branches	10
On Redwood Harbor spur	10
On Moffett Field spur	10
On Permanente spur	15
San Jose, passenger trains on station track No. 5:	
Eastward, end of double track to Signal Bridge 464	45
Eastward, Signal Bridge 464 to passenger station	30
Westward, passenger station to end double track	20
San Jose, passenger trains on station track No. 4:	
Westward, passenger station to Signal Bridge 464	30
Westward, Signal Bridge 464 to end of double track	45
Eastward, end of double track to passenger station	20
San Jose, freight trains on station tracks Nos. 4 and 5:	
Between end of double track and crossover at Julian St.	20
San Jose, passenger trains on station tracks Nos. 4 and 5:	
In either direction between passenger station and connection with main track east of station	30
Through all sidings, yard tracks and other tracks with engine running backward	10

SPECIAL INSTRUCTIONS—SAN FRANCISCO SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 4, and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on page 5 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY MP MP Column:	PASSENGER TRAINS 1	FREIGHT AND MIXED 2	LIGHT ENGINES 3
EASTWARD, SAN FRANCISCO TO WATSONVILLE JCT.:			
0.00 to 0.62	20	20	20
0.62 to 1.80	25	25	25
1.80 to 3.10	50	40	30
3.10 to 8.10	60	40	30
8.10 to 11.01	60	50	60
11.01 to 19.00	70	55	70
19.00 to 24.52	79	55	70
★24.52 to 26.40 (Redwood City)	45	45	45
26.40 to 29.70	79	55	70
29.70 to 30.64	70	55	70
30.64 to 44.00	79	55	70
44.00 to 45.91 (end of double track), except:	60	55	60
★over Stockton Ave. and Emory St. 9.10 PM to 5.10 AM	12	12	12
45.91 to 46.90	15	15	15
46.90 to 47.29 (spring switch)	15	15	15
47.29 to 47.53 (power switch)	30	30	30
47.53 to 49.00	50	45	50
49.00 to 51.50	75	55	70
51.50 to 51.81 (55.70)	65	55	65
55.70 to 63.21	79	55	70
63.21 to 63.23 (spring switch)	25	25	25
63.23 to 73.78	79	55	70
73.78 to 73.96	60	55	60
73.96 to 79.50	79	55	70
★79.50 to 81.00 (Gilroy)	25	25	25
81.00 to 83.41	60	50	60
83.41 to 86.47	65	50	65
86.47 to 86.49 (spring switch)	25	25	25
86.49 to 87.94	50	50	50
87.94 to 88.94	35	30	35
88.94 to 92.05	45	45	45
92.05 to 92.97	35	30	35
92.97 to 92.99 (spring switch)	25	25	25
92.99 to 94.38	55	50	55
94.38 to 98.00	70	55	70
98.00 to 100.00	45	30	45
100.00 to 100.40	35	30	35
EASTWARD, CALIFORNIA AVE. TO SAN JOSE (VIA VASONA BRANCH):			
31.88 to 32.22	15	15	15
32.22 to 47.61	①35	①30	①35
47.61 to 47.86	①25	①25	①25
47.86 to 48.06	10	10	10
53.05 to 47.60	30	30	30
47.60 to 47.38	20	20	20
47.38 to 47.21	10	10	10

TERRITORY MP MP Column:	PASSENGER TRAINS 1	FREIGHT AND MIXED 2	LIGHT ENGINES 3
WESTWARD, WATSONVILLE JCT. TO SAN FRANCISCO:			
100.40 to 100.00	35	30	35
100.00 to 98.00	45	30	45
98.00 to 94.38	70	55	70
94.38 to 92.99	55	50	55
92.99 to 92.97 (spring switch)	25	25	25
92.97 to 92.05	35	30	35
92.05 to 88.94	45	45	45
88.94 to 87.94	35	30	35
87.94 to 86.49	50	50	50
86.49 to 83.41	65	50	65
83.41 to 81.00	60	50	60
★81.00 to 79.50 (Gilroy)	25	25	25
79.50 to 73.96	79	55	70
73.96 to 73.78	60	55	60
73.78 to 55.70 (51.81)	79	55	70
51.81 to 51.32	65	55	65
51.32 to 51.30 (spring switch)	35	35	35
51.30 to 49.00	75	55	70
49.00 to 47.53	50	45	50
47.53 to 47.29 (spring switch)	30	30	30
47.29 to 46.90	15	15	15
46.90 to 45.91 (end of double track)	15	15	15
45.91 to 45.86	25	25	25
45.86 to 44.00, except:	60	55	60
★over Emory St. and Stockton Ave. 9.10 PM to 5.10 AM	12	12	12
44.00 to 26.40	79	55	70
★26.40 to 24.52 (Redwood City)	45	45	45
24.52 to 19.00	79	55	70
19.00 to 11.01	70	55	70
11.01 to 8.10	60	50	60
8.10 to 3.10	60	40	30
3.10 to 1.80	50	40	30
1.80 to 0.62	25	25	25
0.62 to 0.00	20	20	20
WESTWARD, SAN JOSE TO CALIFORNIA AVE. (VIA VASONA BRANCH):			
47.21 to 47.38	10	10	10
47.38 to 47.60	20	20	20
47.60 to 53.05	30	30	30
48.06 to 47.86	10	10	10
47.86 to 47.61	①25	①25	①25
47.61 to 32.22	①35	①30	①35
32.22 to 31.88	15	15	15

①With DF-500 class engines, 30 MPH.

①DS-101, 109, 113, 114, 117, 118, 119, 120, 121, 122 class engines must not exceed 25 MPH, and DF-603, 605, 606, 607, 608 and 609 class engines must not exceed 30 MPH between Vasona and California Avenue.

★Regulated by City ordinance. Speed may be resumed after engine of eastward train has passed Ninth St. crossing MP 80.90 and after engine of westward train has passed Leavesly Road crossing MP 79.58.

Freight trains containing no restricted cars are authorized to operate at Column 1 speeds not exceeding 60 MPH (65 MPH when specifically authorized) consistent with local restrictions account grade and other conditions, provided trains:

1. Do not exceed 120 cars and 40 tons per operative brake; or,
2. When carrying 90 lbs. brake pipe pressure, do not exceed 70 cars and 60 tons per operative brake, or 120 cars and 50 tons per operative brake.

SPECIAL INSTRUCTIONS—SAN FRANCISCO SUBDIVISION

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All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES
MP MP Column:	1	2	3
EASTWARD, SAN BRUNO TO DALY CITY:			
13.64 (junction switch) to 7.39	15	15	15
EASTWARD, SOUTH SAN FRANCISCO TO BADEN	15	15	15
EASTWARD, REDWOOD JCT. TO WESTERN DIVISION:			
26.23 to 26.25 (junction switch)	20	20	20
26.25 to 27.59 (end Coast Division)	35	35	35
EASTWARD, WESTERN DIVISION TO SANTA CLARA:			
43.73 to 44.48	40	35	40
44.48 to 45.01	15	15	15
EASTWARD, WESTERN DIVISION TO SAN JOSE YARD:			
45.17 to 47.39	15	15	15
EASTWARD, LICK TO ALAMITOS:			
55.34 to 55.52	..	15	15
55.52 to 58.99	..	20	20
EASTWARD, CARNADERO TO HOLLISTER:			
82.99 to 83.01 (junction switch)	15	15	15
83.01 to 94.40	35	35	35
94.40 to 95.81	20	20	20
EASTWARD, WATSONVILLE JCT. TO OLYMPIA:			
100.46 to 100.70 (junction switch)	15	15	15
100.70 to 101.40	25	25	25
101.40 to 102.20	20	20	20
102.20 to 112.70	25	25	25
112.70 to 112.90	20	20	20
112.90 to 119.20	25	25	25
★★119.20 to 120.00	20	20	20
★★120.00 to 121.20	15	15	15
★★121.20 to 122.50	20	20	20
★★122.50 to 123.10	15	15	15
123.10 to 126.50	15	15	15
126.50 to 129.72	25	20	25
EASTWARD, SANTA CRUZ TO DAVENPORT:			
79.35 to 80.86 (120.42) (junction switch)	20	20	20
80.86 to 81.36	15	15	15
81.36 to 91.08	20	20	20

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES
MP MP Column:	1	2	3
WESTWARD, DALY CITY TO SAN BRUNO:			
7.39 to 13.64 (Junction switch)	15	15	15
WESTWARD, BADEN TO SOUTH SAN FRANCISCO	15	15	15
WESTWARD, WESTERN DIVISION TO REDWOOD JCT.:			
27.59 to 26.25	35	35	35
26.25 to 26.23 (junction switch)	20	20	20
WESTWARD, SANTA CLARA TO WESTERN DIVISION:			
45.01 to 44.48	15	15	15
44.48 to 43.73 (end Coast Division)	40	35	40
WESTWARD, SAN JOSE YARD TO WESTERN DIVISION:			
47.39 to 45.17 (end Coast Division)	15	15	15
WESTWARD, ALAMITOS TO LICK:			
58.99 to 55.52	..	20	20
55.52 to 55.34	..	15	15
WESTWARD, HOLLISTER TO CARNARDERO:			
95.81 to 94.40	20	20	20
94.40 to 83.01	35	35	35
83.01 to 82.99 (junction switch)	15	15	15
WESTWARD, OLYMPIA TO WATSONVILLE JCT.:			
129.72 to 126.50	25	20	25
126.50 to 123.10	15	15	15
★★123.10 to 122.50	15	15	15
★★122.50 to 121.20	20	20	20
★★121.20 to 120.00	15	15	15
★★120.00 to 119.20	20	20	20
119.20 to 112.90	25	25	25
112.90 to 112.70	20	20	20
112.70 to 102.20	25	25	25
102.20 to 101.40	20	20	20
101.40 to 100.70	25	25	25
100.70 to 100.46 (junction switch)	15	15	15
WESTWARD, DAVENPORT TO SANTA CRUZ:			
91.08 to 81.36	20	20	20
81.36 to 80.86	15	15	15
80.86 to 79.38 (junction switch)	20	20	20

★★ICC. Regulation.

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	San Francisco and Morganhill Watsonville Jct. to Morganhill	Morganhill to Watsonville Jct. Morganhill to San Jose	California Ave to Vasona San Jose to Vasona	Vasona to California Ave.	Vasona to San Jose	Watsonville Jct. and Santa Cruz	Santa Cruz to Davenport	Davenport to Santa Cruz	Santa Cruz and Olympia	Gilroy and Hollister
DP-3, 4, 7	6000 to 6004, 6017, 6018, 5900 to 5909, 5916, 5917	2425	5500								
DP-5, 6, 8 to 11	6005 to 6016, 6055 to 6058, 5910 to 5915 6019 to 6033, 5918 to 5924 6034 to 6045, 6059 to 6066	2425	5525								
DP-12	6046 to 6054	2425	5500								
DP-13	6067, 6068	2250	5525								
DF-1 to 12	6138 to 6461, 8022 to 8303, except	2700	2700								
	with 61:16 gear ratio										
	with 60:17 gear ratio	2175	4750								
DF-100	5200 to 5202										
DF-101 to 108, 110, 112	4900 to 4902. 5203 to 5249, 5253 to 5278	3725	5000				1725	1925	3400	⑨⑪950	4625
DF-109, 111	4903 to 4905, 5250 to 5252										
DF-114, 116 to 118, 120 to 122, 124, 125	5279 to 5293, 5308 to 5335, 5340 to 5444. 5449 to 5493	4600	10000	2600	3350	10000	1800	①950			
DF-115, 119, 123, 126	5294 to 5307, 5336 to 5339, 5445 to 5448, 5494 to 5507	5225	10000	3050	3900	10000	2100	2350	4025	⑥1175	5375
DF-200 to 206	5100 to 5120										
DF-300 to 304	4600 to 4623, 4700 to 4703										
DF-305, 306	4624 to 4633										
DF-307	4634 to 4645	2775	4000	1800	4000	4000	1300	1375	2400	⑰700	3250
DF-500, 501	4800 to 4815	5075	10000	3000	3800	10000					
DF-502	4816 to 4818	4225	10000								
DF-602, 603, 605 to 607, 611, 612, 616	5600 to 5719, 5780 to 5799, 5800 to 5844, 5872 to 5893	2900	10000	1700	2150	10000	1175	1300	2225	⑫650	
DF-608 to 610, 613 to 615	5720 to 5729, 5845 to 5871	3000	10000	1750	2200	10000	1200	1325	2300	⑭625	3025
DS-1 to 8	1000 to 1032	1150	4000	800	1050	4000	550	625	1075	④275	1475
DS-9 to 12	1033 to 1090										
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	1750	4000	⑮1275	⑯1650	4000	⑩875	③975	⑬1700	⑦⑧1475	2275
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	2250	4000	1300	1675	4000	875	975	1700	⑤475	2325
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596	2150	4000	1225	1600	1225	850	950	1650	⑥450	2200
DS-200, 201	1900 to 1903										

①Rating Olympia to Santa Cruz, 2600.

③Rating for DS-109, 775.

④Rating Olympia to Santa Cruz, 825.

⑤Rating Olympia to Santa Cruz, 1300.

⑥Rating Olympia to Santa Cruz, 1250.

⑦Rating for DS-109, 350.

⑧Rating Olympia to Santa Cruz for DS-100 to 108, 111, 1300.

⑨Rating Olympia to Santa Cruz, 2525, for DF-100, 1025.

⑩Rating for DS-109, 675.

⑪Rating for DS-109, 1800.

⑫Rating Olympia to Santa Cruz, 1700.

⑬Rating for DS-109, 1350.

⑭Rating Olympia to Santa Cruz, 1750.

⑮Rating DS-109, 1000.

⑯Rating DS-109, 1300.

⑰Rating Olympia to Santa Cruz, 1900.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

RULE 10-J. Speed signs to left of track:

Eastward	Reading	Westward	Reading
		MP 118.37	79-55
		MP 163.10	79-55
MP 211.15	50	MP 235.08	60-50
MP 228.37	45-40		

Westward speed sign at MP 106.67 reading 40-35 is located 1.17 miles instead of three-fourths mile from restriction.

Eastward speed sign at MP 117.30 reading 25 is located 1.07 miles instead of three-fourths mile from restriction.

Eastward speed sign at MP 120.75 reading 79-55 is located to left of track.

RULE 21. Identification of superior trains in CTC limits between Santa Margarita and San Luis Obispo must be made and such identification will apply at Santa Margarita or San Luis Obispo.

RULE 21-C. Watsonville Jct.: Engines may display indicators from train yard to roundhouse and from roundhouse to train yard.

San Luis Obispo: Train indicators on trains arriving San Luis Obispo may be displayed until engine reaches roundhouse but must be removed immediately on arrival at roundhouse.

RULE 82-A.

Crew arriving Pacific Grove on No. 928 may assume schedule of No. 927. Crew ordered for No. 139 may assume schedule at Monterey without clearance.

Trains must obtain clearance Monterey only when operator is on duty.

Trains to Monterey Branch must obtain clearance bearing chief dispatcher's OK before leaving Castroville.

RULE 83. When unable to obtain identification of first-class trains, engines may use main track within Salinas yard limits under flag protection.

RULE 83-A. At the following stations, only the trains indicated will register:

Castroville..	Trains to or from Monterey Branch and trains originating or terminating.
Salinas.......	Trains originating or terminating.

Registration of eastward light engines, terminating at San Luis Obispo, may be telephoned on arrival at roundhouse to train order operator who must enter same on register and verify by repeating registration.

RULE 83-B. At open train-order offices, trains may register by ticket as follows:

Watsonville Jct.	Nos. 75, 139, 91, 99, 76, 126, 90, 98 and and 374.
Castroville........	Trains to or from Monterey Branch.

RULE 85. A section must not pass and run ahead of another section of the same schedule in CTC limits, between San Luis Obispo and Santa Margarita, without first exchanging train orders with the section to be passed, each section to change indicators and display signals if necessary.

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following stations:

West MP		East MP
96.11	Watsonville Jct.	101.25
109.58	Castroville	111.70
	" (Monterey Branch)	112.09
113.24	Salinas	121.46
	" (Spreckels Branch)	123.87
142.44	Soledad	144.65
162.17	King City	164.72
233.86	Santa Margarita	236.81
249.56	San Luis Obispo	254.00
123.30	Monterey	127.66
127.70	Pacific Grove	129.88

Watsonville Jct.: Eastward freight trains, except No. 374 must not pass Signal 984 unless proceed signal received from yardman, green flag by day, green light by night.

Westward freight trains, except No. 373 must not pass Signal 1001 unless proceed signal received from yardman, green flag by day, green light by night.

San Luis Obispo: Westward freight trains, except No. 373, must not pass Signal 2533 unless proceed signal received from yardman, green flag by day, green light by night; or orally instructed by yardmaster or his representative.

RULE 99. Pacific Coast Aggregates Co. will do switching at Lapis. When necessary for SP crews to enter jointly operated tracks they must provide adequate protection to avoid collision.

Engines moving between the west yard limit sign Pacific Grove and east yard limit sign Monterey will move as provided by Rule 99 and the first sentence of Rule S-99-B.

RULE 99-C. Will apply on Monterey Branch.

RULE 103-A. Automatic crossing gates:

Paso Robles: Westward trains, stopped at station, blocking 10th Street and westward trains or engines on siding, or trains delayed between 10th and 13th Streets must not exceed 10 MPH between 12th and 13th Streets and must not enter 13th Street until gates are down.

Eastward trains leaving train west of Signal 2158, stop 250 feet west of signal. When train ready to depart, gates must be lowered by member of crew inserting switch key in receptacle located on Signal 2158.

Trains and engines must stop and member of crew must protect traffic while crossing highway 101 over spur to Camp Roberts near McKay.

Public Utilities Commission orders require that trains and engines must stop, and member of crew must protect traffic on the following street or highway crossings before movement is made:

Spreckels Jct.—Airport Blvd. crossing on east end yard track No. 410.

Monterey—Hoffman Ave. crossing on Custom House Packing Co. spur,

Castroville—Crossing on D'Arrigo Bros. Co. spur.

Ord—State Highway crossing on tracks Nos. 2 and 3 at MP 119.50, but must wait until automatic warning device has been operating 20 seconds or more before crossing over highway.

Salinas—John St. crossing on tracks Nos. 200, 248 and 250.

RULE 104. The normal position of rigid switches at junctions is as follows:

Castroville.......	Monterey Branch, for Salinas line.
Spreckels Jct....	Spreckels Branch, for Salinas line.

RULE 105. No 1 siding at Salinas extends from Signal 1164 to crossover just west of Signal 1178. No. 2 siding extends from crossover just east of Signal 1178 to crossover just west of Signal 1186.

Siding at Gonzales extends from west switch to crossover at station building.

Siding on station side of main track at Soledad is designated as No. 2 siding, and siding on opposite side of main track is designated as No. 1 siding.

Siding on ocean side of main track at McKay is designated as No. 2 siding and siding on opposite side of main track is designated as No. 1 siding.

Santa Margarita: Siding extends from the end of CTC MP 236.6 to spring switch MP 232.92, capacity 364 cars, and will be used by westward trains only, unless otherwise directed by train dispatcher. Crossover switches between main track and siding MP 234.2 must not be used unless authorized by train dispatcher.

RULE 221. Unit for display of flashing light installed at the following location:

Station	Location	Direction
Castroville	On train-order signal mast	Westward

Display of flashing white light indicates that train-order signal is displaying proceed indication or that train-order operator has train orders ready for delivery, that such train orders do not restrict train at that station, and that train, provided it is not restricted by timetable or by train orders previously received, may pass fouling point of switch at which an opposing train may enter siding or place where time applies if there is no siding.

RULE 306. The following block signals equipped with triangular plate displaying the letter "P" have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
	Spring switch, end double track, Watsonville Jct.	P-1009
P-1164	Spring switch, west end No. 1 siding, Salinas	
P-1878	Fire and collision detector Sargent Creek bridge, MP 188.15	P-1889
P-2328	Spring switch, west end siding, Santa Margarita	
P-A	Slide detector fence, Chorro	P-A
P-A P-A	Fire detector, Steiner Creek bridge, Goldtree	P-2493

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Watsonville Jct.: Eastward trains leaving end of double track from westward track will be governed by Signal 1008.

RULE 516. Overlap posts:

Spreckels Jct.	Westward trains,
Santa Margarita	Eastward trains.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location		Normal Position
Watsonville Jct.	End double track	Westward track
Salinas	West end No. 1 siding	Main track
Santa Margarita	West end siding	Main track

RULE 760. CENTRALIZED TRAFFIC CONTROL

Limits extend from east end siding Santa Margarita to end of double track San Luis Obispo.

Lower unit of eastward signal at end double track San Luis Obispo governs only to CTC limit at fouling point on westward track, and trains and engines must not accept proceed indication for diverging route until verbal understanding has been had with yardmaster or his representative that protection has been provided on westward track, except that proceed signal from yardman, green flag by day or green light by night, may be accepted as authority to move from CTC limit to the first switch leading to yard tracks only.

GENERAL REGULATIONS

RULE 825. When freight trains stop on receiving track in Watsonville Jct. yard and road engine is detached, trainmen will set sufficient hand brakes on the rear cars on westward trains to secure trains.

Cars must not be left on storage track between Spreckels Jct. and Spreckels within 100 feet of Hunter Lane crossing at MP 121.8, and Harkins Road crossing at MP 122.2.

When freight trains stop on receiving track at San Luis Obispo and road engine is detached, trainmen will set sufficient hand brakes on the head end of eastward trains to secure trains.

Portable rail skids are hung on posts at lower end of sidings at:

Santa Margarita Cuesta Serrano Chorro Goldtree

When necessary to leave cars on any of these sidings permission must first be obtained from chief train dispatcher, after which rail skid must be placed on rail and leading wheel of first car in descending direction run onto the rail skid, and hand brakes set if brakes are operative, before engine is detached. Train crews picking up cars from these sidings must remove rail skid and return it to proper post and lock it in place with switch lock.

RULE 827. Beet train without dynamic brakes in operation Tunnel No. 6 to San Luis Obispo must stop 10 minutes at Serrano for wheel heat radiation and train inspection.

RULE 830. King City: Through freight trains picking up and/or setting out cars must not block Lonoak road crossing at MP 164.3.

AIR BRAKE RULES

RULE 17. Retaining valves must be used on passenger trains on descending grades as follows:

EASTWARD Tunnel No. 6 to San Luis Obispo

With three dynamic brakes in operation and handling over 2500 tons, one retaining valve for each 165 tons in train.

With two dynamic brakes in operation and handling over 1700 tons, one retaining valve for each 165 tons in train.

With one dynamic brake or no dynamic brakes in operation, all accessible retaining valves must be turned up but if more than four head-end cars on which retaining valves are not accessible, stop must be made after running test has been completed leaving Santa Margarita and before reaching summit and such retaining valves turned up.

WESTWARD....Tunnel No. 6 to Santa Margarita.

No retaining valves unless requested by the engineer.

Retaining valves must be used on freight and mixed trains on descending grades as follows:

EASTWARD....Goldtree to Camp San Luis Obispo (on spur)

With no dynamic brakes in operation, one retaining valve for each 65 tons in train.

WESTWARD....Tunnel No. 6 to Santa Margarita

With four dynamic brakes in operation and handling over 5125 tons, one retaining valve for each 125 tons in train.

With three dynamic brakes in operation and handling over 3750 tons, one retaining valve for each 125 tons in train.

With less than three dynamic brakes in operation, one retaining valve for each 70 tons in train.

EASTWARD....Tunnel No. 6 to San Luis Obispo

With four dynamic brakes in operation and handling over 4125 tons, one retaining valve for each 125 tons in train.

With three dynamic brakes in operation and handling over 3100 tons, one retaining valve for each 125 tons in train.

With less than three dynamic brakes in operation, one retaining valve for each 65 tons in train.

When dynamic brakes are not used on helper engines, tonnage of such engines must be added to that of the train in determining the number of retaining valves required.

When majority of cars in freight train consist of loaded beet cars (series SP-358000-359014) and train exceeds 75 tons per operative brake, all retaining valves must be in low pressure (horizontal) position, from Tunnel No. 6 to San Luis Obispo.

Between San Luis Obispo and Santa Margarita trains handled by DF-603 to 611 class engines must not use more than four dynamic brakes; with DF-500 or 501 class engines not more than two dynamic brakes may be used; with two DF-500 or 501 and two DF-603 to 611 class engines not more than three dynamic brakes may be used; with one DF-500 or 501 and three DF-603 to 611 class engines four dynamic brakes may be used.

Units on which dynamic brakes are not in use must have dynamic brake jumper cable disconnected.

FREIGHT TRAINS

RULE 22. Trainmen must not couple air hose on outgoing trains at San Luis Obispo until train is made up and caboose on the train. Coupling the caboose to the rear of the train will be considered as an indication that the train is made up and yardmen have completed their work. Yardmen must not perform switching on, or couple other cars to a train on which the caboose has been attached, without instructions from the yardmaster, who will see to it that members of the crew are notified in advance.

RULE 24-B. Watsonville Jct. and San Luis Obispo:

When engine crew, train crew, or both, are changed but train consist remains intact, incoming engineer after completing stop will make a full service brake application leaving brakes applied. Car inspector, Watsonville Jct. and outgoing trainmen, San Luis Obispo, after noting brakes are applied on rear car, will signal outgoing engineer to release brakes and note that brakes on rear car do release.

RULE 25. Rear-end test must be made as prescribed in paragraph (b) as follows:

Santa Margarita Eastward trains only when continuity of brake pipe is disturbed.

RULE 33. The maximum tonnage per operative brake Tunnel No. 6 to Santa Margarita is 70 tons, and from Tunnel No. 6 to San Luis Obispo and on spur between Goldtree and Camp San Luis Obispo is 65 tons.

Tunnel No. 6 to San Luis Obispo: Trains handling loaded beet cars (series SP 358000-359014) must be limited to 95 such loads and must not exceed 95 tons per operative brake and speed of 20 MPH.

RULE 39. Running test must be made immediately after passing summit in Tunnel No. 6 in both directions.

TRAIN HANDLING

RULE 60. On freight trains using dynamic brake and the cycle method of braking, before entering or leaving siding, turnout, or crossover on descending grade between San Luis Obispo and Santa Margarita dynamic braking force must be reduced to one-half of the maximum and if necessary automatic brake applied sufficiently so that speed of 15 MPH will not be exceeded while engine is moving between points 500 feet before reaching, and 1500 feet after passing turnout or crossover.

MISCELLANEOUS

10. Engines listed must not operate on tracks shown below:

Class of Engine		Restricted Tracks
DP, DF-1 to 12	Castroville	All industry and spur tracks.
”	Salinas	Leads 4, 35, 55, 57, 200, 210, and 250; and all industry spurs; Lead 115 east of girder-rail crossing; also spurs 151 and 153.
”	Lapis	Spur.
”	Seaside	Siding.
”	Retreat	Spur.
”	Monterey	House track; team track; and all industry tracks.
”	Hathaway	Shell and Standard oil spurs.

11. Load limit (car and contents):

Watsonville Jct.-San Luis Obispo	251,000 pounds
Castroville-Lake Majella	210,000 pounds
Spreckels Jct.-Spreckels	210,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

13. LOCATION OF STOCK YARDS

Station	Capacity in cars	
Watsonville Jct.	7½	(Water)
Salinas	11	(Water)
Soledad	7½	(Water)
King City	36½	(Water)
(1 corral 2½ cars no water)		
San Ardo	12	(Water)
Paso Robles	40	(Water)
(1 corral 2 cars no water)		
Santa Margarita	18½	(Water)
San Luis Obispo	27	(Water)

30.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description	
110.72	Castroville	Signal bridge	Overhead
155.28–155.54	Metz	Tunnel No. 5½	Side
113.46–113.60	Neponset	Salinas River bridge	Side
200.55–200.67	Nacimiento	Salinas River bridge	Overhead and Side
222.03	Templeton	Overhead crossing	Side
223.39	Asuncion	Graves Creek bridge	Side
239.29–239.97	Cuesta	Tunnel No. 6	Overhead and side
240.11–240.37	Thyle	Tunnel No. 7	Overhead and side
240.61–240.70	”	Tunnel No. 8	Overhead and side
240.86–240.97	”	Tunnel No. 9	Overhead and side
241.62–241.80	”	Tunnel No. 10	Overhead and side
242.26	Serrano	Signal bridge	Overhead
245.85–245.99	Chorro	Tunnel No. 11	Overhead and side
248.26	Goldtree	Signal bridge	Overhead
251.16	Hathaway	Overgrade crossing	Overhead and side
251.22	”	Overgrade crossing	Side

SPECIAL INSTRUCTIONS—SALINAS SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 4, and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on page 5 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES
MP MP Column:	1	2	3
EASTWARD, WATSONVILLE JCT. TO SAN LUIS OBISPO:			
100.40 to 100.70 (end double track)	35	30	30
100.70 to 100.74 (spring switch)	25	25	25
100.74 to 103.80	50	40	50
103.80 to 105.50	40	35	40
105.50 to 108.21	50	40	50
108.21 to 118.37	79	55	70
★118.37 to 120.75 (Salinas)	25	25	25
120.75 to 147.68	79	55	70
147.68 to 149.25	50	45	50
149.25 to 152.83	55	50	55
152.83 to 154.00	50	45	50
154.00 to 155.53	65	50	65
155.53 to 158.00	70	55	70
158.00 to 163.10	79	55	70
163.10 to 164.00	60	55	60
164.00 to 167.43	79	55	70
167.43 to 168.80	50	45	50
168.80 to 175.58	79	55	70
175.58 to 175.82	70	55	70
175.82 to 185.50	79	55	70
185.50 to 188.17	60	50	60
188.17 to 190.19	55	50	55
190.19 to 192.92	65	50	65
192.92 to 193.70	40	40	40
193.70 to 194.35	30	30	30
194.35 to 197.43	70	50	70
197.43 to 197.80	60	50	60
197.80 to 200.79	70	50	70
200.79 to 202.45	60	50	60
202.45 to 206.00	70	50	70
206.00 to 211.90	60	50	60
211.90 to 212.16	50	50	50
212.16 to 213.93	60	50	60
213.93 to 216.80	65	50	65
216.80 to 217.23	50	50	50
217.23 to 219.15	60	50	60
219.15 to 220.02	40	40	40
220.02 to 227.20	55	50	55
227.20 to 227.46	50	50	50
227.46 to 229.15	55	50	55
229.15 to 231.36	45	40	45
231.36 to 235.10	60	50	60
★★235.10 to 236.00	20	20	20
236.00 to 248.30	25	25	25
248.30 to 251.50	40	25	40
251.50 to 252.10	25	25	25

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES
MP MP Column:	1	2	3
WESTWARD, SAN LUIS OBISPO TO WATSONVILLE JCT.:			
252.10 to 251.50	25	25	25
251.50 to 248.30	40	25	40
248.30 to 236.00	25	25	25
★★236.00 to 235.10	20	20	20
235.10 to 231.36	60	50	60
231.36 to 229.15	45	40	45
229.15 to 227.46	55	50	55
227.46 to 227.20	50	50	50
227.20 to 220.02	55	50	55
220.02 to 219.15	40	40	40
219.15 to 217.23	60	50	60
217.23 to 216.80	50	50	50
216.80 to 213.93	65	50	65
213.93 to 212.16	60	50	60
212.16 to 211.90	50	50	50
211.90 to 206.00	60	50	60
206.00 to 202.45	70	50	70
202.45 to 200.79	60	50	60
200.79 to 197.80	70	50	70
197.80 to 197.43	60	50	60
197.43 to 194.60	70	50	70
194.60 to 193.92	40	40	40
193.92 to 193.70	30	30	30
193.70 to 192.92	60	50	60
192.92 to 190.19	65	50	65
190.19 to 188.17	55	50	55
188.17 to 185.50	60	50	60
185.50 to 175.82	79	55	70
175.82 to 175.58	70	55	70
175.58 to 168.80	79	55	70
168.80 to 167.43	50	45	50
167.43 to 164.00	79	55	70
164.00 to 163.10	60	55	60
163.10 to 158.00	79	55	70
158.00 to 155.53	70	55	70
155.53 to 154.00	65	50	65
154.00 to 152.83	50	45	50
152.83 to 149.25	55	50	55
149.25 to 147.68	50	45	50
147.68 to 120.75	79	55	70
★120.75 to 118.37 (Salinas)	25	25	25
118.37 to 108.21	79	55	70
108.21 to 105.50	50	40	50
105.50 to 103.80	40	35	40
103.80 to 100.74 (end double track)	50	40	50
100.74 to 100.40	35	30	35

(Continued on page 20)

★Regulated by City ordinance. Speed may be resumed at Salinas after engine has passed last crossing within these limits in direction train is moving.

★★ICC. Regulation.

Freight trains containing no restricted cars are authorized to operate at Column 1 speeds not exceeding 60 MPH (65 MPH when specifically authorized) consistent with local restrictions account grade and other conditions, provided trains:

1. Do not exceed 120 cars and 40 tons per operative brake; or,
2. When carrying 90 lbs. brake pipe pressure, do not exceed 70 cars and 60 tons per operative brake, or 120 cars and 50 tons per operative brake.

This will not apply on descending grade between MP 248.30 and MP 231.50.

SPECIAL INSTRUCTIONS—SALINAS SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 4, and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on page 5 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES
MP MP Column:	1	2	3
EASTWARD, CASTROVILLE TO LAKE MAJELLA:			
110.10 to 110.70	15	15	15
110.70 to 111.40	35	20	35
111.40 to 113.90	35	35	35
113.90 to 114.73	35	30	35
114.73 to 114.91	30	25	30
114.91 to 119.70	35	25	35
119.70 to 120.00	30	20	30
120.00 to 121.23	35	25	35
121.23 to 122.38	25	20	25
122.38 to 125.70	35	25	35
125.70 to 127.30	25	20	25
127.30 to 130.23	15	15	15
EASTWARD, SPRECKELS JCT. TO SPRECKELS	..	15	15

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES
MP MP Column:	1	2	3
WESTWARD, LAKE MAJELLA TO CASTROVILLE:			
130.23 to 127.30	15	15	15
127.30 to 125.70	25	20	25
125.70 to 122.38	35	25	35
122.38 to 121.23	25	20	25
121.23 to 120.00	35	25	35
120.00 to 119.70	30	20	30
119.70 to 114.91	35	25	35
114.91 to 114.73	30	25	30
114.73 to 113.90	35	30	35
113.90 to 111.40	35	35	35
111.40 to 110.70	35	25	35
110.70 to 110.10	15	15	15
WESTWARD, SPRECKELS TO SPRECKELS JCT	..	15	15

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, ballon tracks, crossovers and turnouts, except:	15
Through slip switches	10
Through turnouts on other than sidings	10
On branches	10
Through all sidings, yard tracks and other tracks with engine running backward	10
Castroville wye	5
East leg of wye Spreckels Jct.	5

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Watsonville Jct. and King City	King City to Santa Margarita	Santa Margarita to King City	Santa Margarita to San Luis Obispo	San Luis Obispo to Santa Margarita	Monterey and MP 129.50 Castroville to Ord	Ord to Castroville Ord to Monterey
DP-3, 4, 7	6000 to 6004, 6017, 6018, 5900 to 5909, 5916, 5917	2425	1925	2600	625	625		
DP-5, 6, 8 to 11	6005 to 6016, 6055 to 6058, 5910 to 5915 6019 to 6033, 5918 to 5924 6034 to 6045, 6059 to 6066	2450	1925	2625	625	625	....	....
DP-12	6046 to 6054	2425	1925	2600	625	625	....	....
DP-13	6067, 6068	2250	1775	2425	575	575	....	....
DF-1 to 12	6138 to 6461, 8022 to 8303, except	2700	2175	2925	950	950	....	....
	with 61:16 gear ratio							
	with 60:17 gear ratio	2175	1700	2300	575	575	....	....
DF-100	5200 to 5202	....	....	....	....	....	....	....
DF-101 to 108, 110, 112	4900 to 4902, 5203 to 5249, 5253 to 5278	4500	3100	4050	1185	975	2125	....
DF-109, 111	4903 to 4905, 5250 to 5252	....	....	....	....	....	....	....
DF-114, 116 to 118, 120 to 122, 124. 125	5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493	4600	3600	4950	1200	1200	....	....
DF-115, 119, 123, 126	5294 to 5307, 5336 to 5339, 5445 to 5448, 5494 to 5507	5225	4175	5625	1475	1475	2600	5375
DF-200 to 206	5100 to 5120	....	....	....	....	....	....	....
DF-300 to 304	4600 to 4623, 4700 to 4703	....	....	....	....	....	....	....
DF-305, 306	4624 to 4633						....	....
DF-307	4634 to 4645	2775	2500	3400	900	875	1525	3250
DF-500, 501	4800 to 4815	5075	4075	5450	1425	1425	2150	4450
DF-502	4816 to 4818	4225	3425	4525	1200	1200	....	....
DF-602, 603, 605 to 607, 611, 612, 616	5600 to 5719, 5780 to 5799, 5800 to 5844, 5872 to 5893	2900	2300	3100	800	800	....	....
DF-608 to 610, 613 to 615	5720 to 5729, 5845 to 5871	3000	2375	3200	850	825	1475	3025
DS-1 to 8	1000 to 1032	1150	1000	1150	285	285	675	1475
DS-9 to 12	1033 to 1090	....	....	....	....	....	....	....
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	1750	1525	1750	635	455	①1075	②2275
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	2250	1775	2425	635	590	1075	2325
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596	2150	1700	2300	575	575	1050	2200
DS-200, 201	1900 to 1903	....	....	....	....	....	....	....

①Rating for DS-109, 850.
②Rating for DS-109, 1800.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

RULE 10-J. Speed signs to left of track:

Westward	Reading
MP 254.04	25
MP 264.71	60–50

RULE 21-C. Train indicators on trains arriving San Luis Obispo may be displayed until engine reaches roundhouse, but must be removed immediately on arrival at roundhouse.

RULE 82-A. Extra trains originating at Lompoc and operating between Lompoc and Surf will display indicators as an extra train on entire trip as indicated by engine number leaving Lompoc and are authorized to operate as extra trains between Lompoc and Surf without obtaining a clearance at Lompoc.

Train dispatcher must not authorize an extra train to leave Surf via Lompoc and White Hills Branches without first having an understanding under the provisions of Rule 208-A with conductors and engineers of trains that are authorized to originate at Lompoc without train-order authority.

RULE 83. Identification may be made eastward between San Luis Obispo and East San Luis Obispo, and westward between Santa Barbara and West Santa Barbara, to be applied at the end of double track. Trains approaching each other between these points must reduce speed sufficiently to permit identification, and Rule 14 (k) will apply.

RULE 83-A. At the following stations, only trains indicated will register:

Guadalupe....Trains originating or terminating.

Registration of westward light engines, terminating at San Luis Obispo, may be telephoned on arrival at roundhouse to train-order operator who must enter same on register and verify by repeating registration.

Extra trains originating at Lompoc, in addition to information required by train register, must register destination of trip (turning point) and date of departure in the column captioned "signals". When trip has been completed, date of arrival at Lompoc must also be entered in column captioned "signals."

When engine is changed before completion of a trip crew must indicate on train register that trip was originated with engine No....... and completed with engine No.......

An extra train enroute Lompoc to Surf or any intermediate point must not leave Lompoc until is has been ascertained from the train register that all preceding extra trains have completed their trip and registered time and date of arrival at Lompoc accordingly.

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following stations:

West MP		East MP
249.56	San Luis Obispo	254.00
275.20	Guadalupe	277.32
301.85	Surf	303.49
	" (Lompoc Branch)	303.84
310.61	Lompoc	316.93
369.16	Santa Barbara	373.71

San Luis Obispo: Westward freight trains, except No. 373, must not pass Signals P-2533 or 2535 unless proceed signal received from yardman, green flag by day, green light by night; or instructed by yardmaster or his representative.

RULE 99. Flag protection to rear is not required between Lompoc and Surf.

RULE 104. The normal position of rigid switches at junctions is as follows:

Surf	Middle track, for Lompoc Branch,
White Hills Jct.	White Hills Branch, for Lompoc-Surf line.

RULE 105. Siding at East San Luis Obispo extends from end of double track, MP 253.29 to MP 254.86.

Siding at Callender extends from Signal 2696 to crossover just west of Signal 2708.

RULE 221. Train-order office Santa Barbara is located at freight station. Crews of westward passenger trains will receive orders at train-order office and deliver them to relieving crews at passenger station.

RULE 306. The following block signals equipped with triangular plate displaying the letter "P" have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
P-2532 P-2534	Spring switch, west end siding, East San Luis Obispo	
	Spring switch, end double track, East San Luis Obispo	P-2533
	Spring switch, east end siding, East San Luis Obispo	P-2549
P-2598	Collision detector, Tiber underpass, MP 259.83	P-2597
P-2608	Flood detector, second Villa Creek bridge 261.37	P-2615
P-2838	Mud slide detector fence, Shuman	P-2851
P-2940	Fire detector, Los Alamos bridge, Narlon	P-2955
P-3020	Spring switch west end siding, Surf	
	Spring switch east end siding, Surf	P-3033
P-3056	Slide detector fence, MP 306.13	P-3067
P-3164	Spring switch, west end siding, Sudden	
	Spring switch, east end siding, Sudden	P-3177
P-3192	Fire detector, Jalama Canon bridge, Jalama	P-3207
P-3214	Slide detector fence, MP 321.50	P-3227
	Spring switch, east end siding, Concepcion	P-3253
P-3686	Spring switch, end double track, West Santa Barbara	

East San Luis Obispo: When Signal P-2533 displays stop indication and switch-point indicator displays green aspect, westward trains to enter yard may proceed under the applicable provisions of Rules 507, 509 or 510 without inspecting or throwing spring switch by hand.

AUTOMATIC BLOCK SIGNAL SYSTEM

RULE 516. Overlap posts:

Gorver	Eastward trains,
Devon	Eastward trains,
Bromela	Westward trains.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location		Normal Position
East San Luis Obispo	East end siding	Main track
Surf	West end siding	Main truck
Surf	East end siding	Main track
Sudden	West end of siding	Main track
Sudden	East end of siding	Main track
Concepcion	East end siding	Main track
West Santa Barbara	End double track	Eastward track

Spring switches not equipped with facing point locks are located as follows:

East San Luis Obispo	End double track	Westward track
East San Luis Obispo	West end siding	Siding

Spring derail on west end of turntable lead at San Luis Obispo may be trailed through on westward movement.

San Luis Obispo End Double Track: Spring switch at end of double track equipped with switch point indicator.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum. Letter	On Signal	Approaching	Authorizes and requires movement as follows
M	3006	Surf	Proceed on main track to east end of siding.
S	3006	Surf	Enter siding.
M	3047	Surf	Proceed on main track to west end of siding.
S	3047	Surf	Enter siding.
W	P-3686	West Santa Barbara	Eastward trains must stop short of Signal P-3686 and wait until indicator is extinguished.

GENERAL REGULATIONS

RULE 825. When freight trains stop on receiving track at San Luis Obispo and engine is detached, trainmen will set sufficient hand brakes on the rear of westward trains to secure trains.

AIR BRAKE RULES

FREIGHT TRAINS

RULE 22. Trainmen must not couple air hose on outgoing trains at Santa Barbara or San Luis Obispo until train is made up and caboose on the train. Coupling the caboose to the rear of the train will be considered as an indication that the train is made up and yardmen have completed their work. Yardmen must not perform switching on, or couple other cars to a train on which the caboose has been attached, without instructions from the yardmaster, who will see to it that members of the crew are notified in advance.

RULE 24-B. San Luis Obispo: When engine crew, train crew, or both are changed, but train consist remains intact, incoming engineer after completing stop will make a full service brake application leaving brakes applied. Outgoing trainmen, after noting brakes are applied on last car, will signal outgoing engineer to release brakes and note that brakes on rear car do release.

MISCELLANEOUS

10. Engines listed must not operate on tracks shown below:

Class of engine		Restricted tracks
DP, DF-1 to 12	San Luis Obispo	Vegetable spur.

11. Load limit (car and contents):

San Luis Obispo-Santa Barbara	251,000 pounds
Surf-White Hills	210,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

13. LOCATION OF STOCK YARDS

Station	Capacity in cars	
San Luis Obispo	27	(Water)
Guadalupe	11	(Water)
Casmalia	5½	(Water)
San Augustine	6	(Water)
Gaviota	16	(Water)

30.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description	
261.37	Pismo	Villa Creek bridge	Side
262.68	Pismo	Villa Creek bridge	Side
265.57	Oceano	Overhead crossing	Overhead
266.37	Oceano	Arroyo Grande River bridge	Side
357.77	Ellwood	Overhead crossing	Overhead
368.00	Santa Barbara	Overhead crossing	Overhead

SPECIAL INSTRUCTIONS—GUADALUPE SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 4, and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on page 5 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES
MP MP Column:	1	2	3
EASTWARD, SAN LUIS OBISPO TO SANTA BARBARA:			
252.10 to 253.29 (spring switch)	25	25	25
253.29 to 258.50	60	50	60
258.50 to 259.80	35	30	35
259.80 to 261.18	40	30	40
261.18 to 262.30	30	25	30
262.30 to 263.95	60	50	60
263.95 to 267.94	79	55	70
267.94 to 269.00	40	40	40
269.00 to 275.61	79	55	70
275.61 to 277.00	50	40	50
277.00 to 279.57	60	50	60
279.57 to 280.00	50	45	50
280.00 to 283.24	79	50	70
283.24 to 287.00	40	40	40
287.00 to 291.00	55	50	55
291.00 to 291.32	45	40	45
291.32 to 294.40	79	55	70
294.40 to 295.80	60	50	60
295.80 to 296.08	50	45	50
296.08 to 299.57	55	50	55
299.57 to 300.20	50	45	50
300.20 to 304.40	60	50	60
304.40 to 306.10	55	50	55
306.10 to 309.00	65	50	65
309.00 to 311.81	50	50	50
311.81 to 312.90	70	50	70
312.90 to 318.20	79	55	70
318.20 to 321.87	50	45	50
321.87 to 323.12	45	45	45
323.12 to 325.36	70	55	70
325.36 to 325.66	55	50	55
325.66 to 328.26	70	55	70
328.26 to 333.05	60	55	60
333.05 to 333.30	55	55	55
333.30 to 335.67	65	55	65
335.67 to 336.19	45	40	45
336.19 to 338.60	60	55	60
338.60 to 342.00	79	55	70
342.00 to 344.77	70	55	70
344.77 to 347.40	55	50	55
347.40 to 348.13	45	40	45
348.13 to 348.80	60	50	60
348.80 to 354.17	79	55	70
354.17 to 354.36	75	55	70
354.36 to 356.85	79	55	70
356.85 to 357.76	60	55	60
357.76 to 367.00	79	55	70
367.00 to 368.49	70	50	70
368.49 to 368.70 (end double track)	20	20	20
★368.70 to 370.70 (Santa Barbara)	20	20	20

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES
MP MP Column:	1	2	3
WESTWARD, SANTA BARBARA TO SAN LUIS OBISPO:			
370.70 to 368.70	20	20	20
368.70 to 368.49 (spring switch)	35	30	35
368.49 to 367.00	70	50	70
367.00 to 357.76	79	55	70
357.76 to 356.85	60	55	60
356.85 to 354.36	79	55	70
354.36 to 354.17	75	55	70
354.17 to 348.80	79	55	70
348.80 to 348.13	60	50	60
348.13 to 347.40	45	40	45
347.40 to 344.77	55	50	55
344.77 to 342.00	70	55	70
342.00 to 338.60	79	55	70
338.60 to 336.19	60	55	60
336.19 to 335.67	45	40	45
335.67 to 333.30	65	55	65
333.30 to 333.05	55	55	55
333.05 to 328.26	60	55	60
328.26 to 325.66	70	55	70
325.66 to 325.36	55	50	55
325.36 to 323.12	70	55	70
323.12 to 321.87	45	45	45
321.87 to 318.20	50	45	50
318.20 to 312.90	79	55	70
312.90 to 311.81	70	50	70
311.81 to 309.00	50	50	50
309.00 to 306.10	65	50	65
306.10 to 304.40	55	50	55
304.40 to 300.20	60	50	60
300.20 to 299.57	50	45	50
299.57 to 296.08	55	50	55
296.08 to 295.80	50	45	50
295.80 to 294.40	60	50	60
294.40 to 291.32	79	55	70
291.32 to 291.00	45	40	45
291.00 to 287.00	55	50	55
287.00 to 283.24	40	40	40
283.24 to 280.00	79	50	70
280.00 to 279.57	50	45	50
279.57 to 277.00	60	50	60
277.00 to 275.61	50	40	50
275.61 to 269.00	79	55	70
269.00 to 267.94	40	40	40
267.94 to 263.95	79	55	70
263.95 to 262.30	60	50	60
262.30 to 261.18	30	25	30
261.18 to 259.80	50	35	50
259.80 to 258.50	35	30	35
258.50 to 253.29 (end double track)	60	50	60
253.29 to 252.10	25	25	25

(Continued on page 25)

★Regulated by City ordinance.

Freight trains containing no restricted cars are authorized to operate at Column 1 speeds not exceeding 60 MPH (65 MPH when specifically authorized) consistent with local restrictions account grade and other conditions, provided trains:

1. Do not exceed 120 cars and 40 tons per operative brake; or,
2. When carrying 90 lbs. brake pipe pressure, do not exceed 70 cars and 60 tons per operative brake, or 120 cars and 50 tons per operative brake.

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 4, and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on page 5 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES
MP MP Column:	1	2	3	MP MP Column:	1	2	3
EASTWARD, SURF TO WHITE HILLS:				WESTWARD, WHITE HILLS TO SURF:			
302.91 to 303.31 (junction switch and wye)	..	10	10	316.93 to 312.94	..	10	15
303.31 to 308.93	..	35	35	313.25 to 312.90	..	10	15
308.93 to 312.90	..	20	20	312.90 to 308.93	..	20	20
312.90 to 313.25	..	10	15	308.93 to 303.31	..	35	35
312.94 to 316.93	..	10	15	303.31 to 302.91	..	10	10

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
Through slip switches	10
Through turnouts on other than sidings	10
On branches	10
Siding East San Luis Obispo	25
Siding East San Luis Obispo through turnout east end of siding	35
Lompoc over North H Street crossing	5

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	San Luis Obispo and Santa Barbara	Surf and MP 304.30	MP 304.30 and Lompoc	Lompoc and White Hills	Lompoc to MP 304.30	White Hills to Lompoc
DP-3, 4, 7	6000 to 6004, 6017, 6018, 5900 to 5909, 5916, 5917	1425	....		....	....	....
DP-5, 6, 8 to 11	6005 to 6016, 6055 to 6058, 5910 to 5915 6019 to 6033, 5918 to 5924 6034 to 6045, 6059 to 6066	1425	....	....	....	....	....
DP-12	6046 to 6054	1425	....		....	....	....
DP-13	6067, 6068	1275	....	....	....	....	....
DF-1 to 12	6138 to 6461, 8022 to 8303, except	1825	....		....	....	....
	with 61:16 gear ratio				....	....	....
	with 60:17 gear ratio	1300	....		....	....	....
DF-100	5200 to 5202				....	....	....
DF-101 to 108, 110, 112	4900 to 4902, 5203 to 5249, 5253 to 5278	2200	2600	3800	845	5200	3575
DF-109, 111	4903 to 4905, 5250 to 5252		....		....	....	....
DF-114, 116 to 118, 120 to 122, 124, 125	5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493	2700	....	....	....	....	....
DF-115, 119, 123, 126	5294 to 5307, 5336 to 5339, 5445 to 5448, 5494 to 5507	3151	3151	4525	1050	6100	4225
DF-200 to 206	5100 to 5120				....	....	....
DF-300 to 304	4600 to 4623, 4700 to 4703			....	....	....	....
DF-305, 306	4624 to 4633				....	....	....
DF-307	4634 to 4645	1850	1850	2725	600	3700	2525
DF-500, 501	4800 to 4815	3075			....	....	....
DF-502	4816 to 4818	2600			....	....	....
DF-602, 603, 605 to 607, 611, 612, 616	5600 to 5719, 5780 to 5799, 5800 to 5844, 5872 to 5893	1750	1750	2500	575	3350	2325
DF-608 to 610, 613 to 615	5720 to 5729, 5845 to 5871	1800	1800	2575	600	3450	2400
DS-1 to 8	1000 to 1032	660	825	....	....	....	....
DS-9 to 12	1033 to 1090				....	....	....
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	1025	①1325	1900	400	2575	1775
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	1325	1325		....	....	....
DS-113, 117, 120 to 122.	1486 to 1491, 1529 to 1538, 1568 to 1596	1275	1275	1850	400	2500	1725
DS-200, 201	1900 to 1903		....	....	....	....	....

①Rating for DS-109, 1050.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

[illegible] CLASS	ENGINE NUMBERS	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
DF-2, 4, 7	6000 to 6008, 6017, 6018, 5900 to 5909, 5916, 5917	1425				
DF-5, 6, 8 to 11	6005 to 6016, 6025 to 6033, 6019 to 6024 5910 to 5915, 5918 to 5924 6034 to 6045, 6059 to 6060	1425				
DF-12	6046 to 6054	1425				
DF-13	6062, 6065	1275				
DF 1 to 12	6125 to 6461, 8023 to 8809, except					
	with 62:15 gear ratio	1825				
	with 60:17 gear ratio	1800				
DF-100	5200 to 5202					
DF-101 to 108, 110, 112	4800 to 4802, 5203 to 5249, 5258 to 5278	2200	2200	2200	[illegible]	[illegible]
DF-109, 111	4803 to 4805, 5250 to 5257					
DF-114, 116 to 118, 120 to 122, 124, 125	5279 to 5283, 5298 to 5323, 5342 to 5446, 5449 to 5493	2700				
DF-115, 119, 123, 126	5284 to 5297, 5326 to 5339, 5466 to 5478, 5494 to 5507	3151	3151	4525	[illegible]	[illegible]
DF-200 to 206	5100 to 5130					
DF-300 to 304	4600 to 4623, 4700 to 4705					
DF-305, 306	4624 to 4633					
DF-307	4634 to 4645	1850	1850	2725	[illegible]	[illegible]
DF-500, 501	4800 to 4815	3075				
DF-502	4816 to 4818	2600				
DF-602, 603, 605 to 607, 611, 612, 616	5700 to 5719, 5780 to 5793, 5800 to 5844, 5872 to 5880	1750	1750	2200	[illegible]	[illegible]
DF-608 to 610, 613 to 615	5720 to 5729, 5845 to 5871	1800	1800	2675	[illegible]	[illegible]
DS-1 to 8	1000 to 1032	650	825			
DS-9 to 12	1033 to 1060					
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1492, 1514 to 1528, 1551 to 1567	1025	①1325	1900	[illegible]	[illegible]
DS-110, 114, 118	1442 to 1463, 1493 to 1513, 1529 to 1550	1325	1325			
DS-113, 117, 120 to 122	1488 to 1491, 1529 to 1536, 1568 to 1590	1275	1275	1850	[illegible]	[illegible]
DS-200, 201	1900 to 1903					

①Rating for DS-109, 1050.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

ST- RD ST SS 32	Mile Post Location	Timetable No. 182 September 24, 1961 Vasona Branch **STATIONS** SIDING CAPACITIES AND FACILITIES	Station Number	Distance from San Jose	WEST-WARD **FIRST CLASS** **129** Passenger (c) Arrive Daily Ex.Sat.,Sun. and Holidays
M .01	31.8	**CALIFORNIA AVE.** PY	32	22.4	AM s 7.24
.13	35.7	**LOS ALTOS**	504	18.5	s 7.12
	37.5	**SPRINGER ROAD**	506	16.7	s
.19	38.2	**LOYOLA**	507	16.0	s 7.05
	39.7	61 **SIMLA**	508	14.5	s
.26	41.0	**MONTA VISTA**	509	13.2	s 6.58
	43.8	**BLUE HILLS**	512	10.4	s
.34	45.2	17 (Spur) **CHAMPAGNE FOUNTAIN**	513	9.0	s 6.49
.41	48.2 52.9	ABS 12 (Spur) **VASONA** P	606	6.0	s 6.41
	50.7	ABS Yd. Lmts. 41 **CAMPBELL** P	604	3.8	
00 M	46.9	Yd. Lmts. TO-R **SAN JOSE** BDIKPTY	47	0.0	6.20 AM
Daily .,Sun. lidays		(22.4)			Leave Daily Ex.Sat.,Sun. and Holidays
32					**129**

EAST-WARD **SECOND CLASS** **936** Leave Daily Ex. Sunday	Mile Post Location	Timetable No. 182 September 24, 1961 Santa Cruz Branch **STATIONS** SIDING CAPACITIES AND FACILITIES	Station Number	Distance from Olympia	WEST-WARD **THIRD CLASS** **937** Ar. Daily Ex. Sunday
AM 8.00	100.4 100.5	Yd.Lmts. TO-R **WATSONVILLE JCT.** BDKPTY	97	28.9	PM 1.30
	102.0	Yd.Lmts. **WATSONVILLE**	902	27.4	
9.30 AM	120.6	Yd. Lmts. TO-R **SANTA CRUZ** BKPY	920	8.8	12.01 PM
	127.4	32 **FELTON** P	927	2.0	
	129.4	9 **OLYMPIA**	929	0.0	
Ar. Daily Ex. Sunday		(28.9)			Leave Daily Ex. Sunday
936					**937**

EAST-WARD ↓ Mile Post Location	Timetable No. 182 September 24, 1961 Davenport Branch **STATIONS** SIDING CAPACITIES AND FACILITIES	Station Number	WEST-WARD Distance from Davenport
120.6 79.2	Yd. Lmts. TO-R **SANTA CRUZ** BKYP	920	11.5
90.7	**DAVENPORT**	1012 ↑	0.0
	(11.5)		

EAST-WARD ↓ Mile Post Location	Timetable No. 182 September 24, 1961 San Bruno Branch **STATIONS** SIDING CAPACITIES AND FACILITIES	Station Number	WEST-WARD Distance from San Bruno
13.6 11.0	Yard Limits **SAN BRUNO**	11	0.0
8.5	Yard Limits **COLMA**	405	5.1
7.4	Yard Limits **DALY CITY**	406 ↑	6.2
	(6.2)		

EAST-WARD ↓ Mile Post Location	Timetable No. 182 September 24, 1961 Lick Branch **STATIONS** SIDING CAPACITIES AND FACILITIES	Station Number	WEST-WARD Distance from Alamitos
51.4 55.3	Yd.Lmts. **LICK** IP	51	3.6
58.9	Yd.Lmts. 12 (Spur) **ALAMITOS**	704 ↑	0.0
	(3.6)		

EAST-WARD ↓ Mile Post Location	Timetable No. 182 September 24, 1961 Hollister Branch **STATIONS** SIDING CAPACITIES AND FACILITIES	Station Number	WEST-WARD Distance from Hollister
83.2	**CARNADERO** P	79	11.7
94.9	12 **HOLLISTER** P	812 ↑	0.0
	(11.7)		

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs		Mile Post	NAME	Station Number
..	P	6.9	Visitacion..................	7
14W	..	16.8	Howest...............(Spur)	17
11W	..	19.7	Romac...............(Spur)	20
29E	..	20.0	Bay Meadows.........(Spur)	20
..E	..	27.3	Stauffer ....(On Spur 1.1 mile from Redwood Jct.)	27
..E	..	28.7	Redwood Harbor....(On Spur 2.5 miles from Redwood Jct.)	29
..E	P	49.3	Luther Jct............(Spur)	49
..	..	51.0	Luther (on spur 1.7 mile from Luther Jct.).......	51
16E	P	59.0	Oak Grove..........(Spur)	55
35	P	74.6	San Martin...............	71
89E	P	87.1	Sargent.............(Spur)	83
5E	P	94.6	Aromas..................	91
10W	P	97.1	Eaton..............(Spur)	93
			San Bruno Branch	
..	..	13.0	Tanforan..................	401
..	..	11.4	Baden....................	402
1E	..	10.0	Carroll ....(Spur)	403
..	..	8.1	Union Park...............	406
			Vasona Branch	
..	..	33.0	Neal......................	501
..	..	34.0	Alta Mesa................	502
..E	..	42.1	Permanente.............. (On spur 2.42 miles from Simla)	510
			Santa Cruz Branch	
4W	P	112.8	Aptos..............(Spur)	912
7E	P	115.9	Capitola ....(Spur)	915
7	..	118.1	Cliffside.................	917
5W	..	119.4	Seabright...........(Spur)	918
..	..	120.1	Casino...................	919
15	..	121.8	Eblis.....................	921
..	..	126.5	Big Trees	926

CONDITIONAL FLAG STOPS, ETC., TO RECEIVE OR DISCHARGE TRAFFIC

Conditional flag stops, etc., are designated by "c" in schedule column, and are for traffic as shown below:

Train	STATION	KIND	FREQUENCY	FOR REVENUE PASSENGERS		FOR OTHER TRAFFIC
				RECEIVE TO (or beyond)	DISCHARGE FROM (or beyond)	
75	King City	Reduce speed to 10 MPH	Daily			To exchange U.S. Mail
76	Guadalupe	Flag	Daily	Santa Barbara	Salinas	
76	Guadalupe	Reduce speed to 35 MPH	Daily			To exchange U.S. Mail
76	Surf	Reduce speed to 35 MPH	Daily			To exchange U.S. Mail
139	Marina	Flag	Daily	Any station	Any station	
139	Seaside	Flag	Daily exc. Sun.			
126	Marina	Flag	Daily	Any station	Any station	
90	Any station, San Jose to Santa Barbara	Flag	Daily	Glendale		
90	Metz	Flag	Daily			
90	Pismo	Stop	Daily	Any station	Any station	
90	Casmalia	Stop	Daily			
91	Any station, Santa Barbara to S. L. O.	Flag	Daily	Any station	Any station	
91	Any station, S. L. O. to San Jose	Flag	Daily		Glendale	
91	Casmalia	Stop	Daily			
91	Pismo	Stop	Daily	Any station	Any station	
91	Metz	Flag	Daily			
91	Aromas	Flag	Daily			To exchange U. S. Mail
122	Lomita Park	Stop	Saturday	Any station	Any station	
122	College Park	Stop	Sun. & Hol.	Any station	Any station	
129	Alta Mesa	Flag	Daily	Any station	Any station	
129	Neal	Flag	Daily	Any station	Any station	
132	Neal	Flag	Daily	Any station	Any station	
132	Alta Mesa	Flag	Daily	Any station	Any station	